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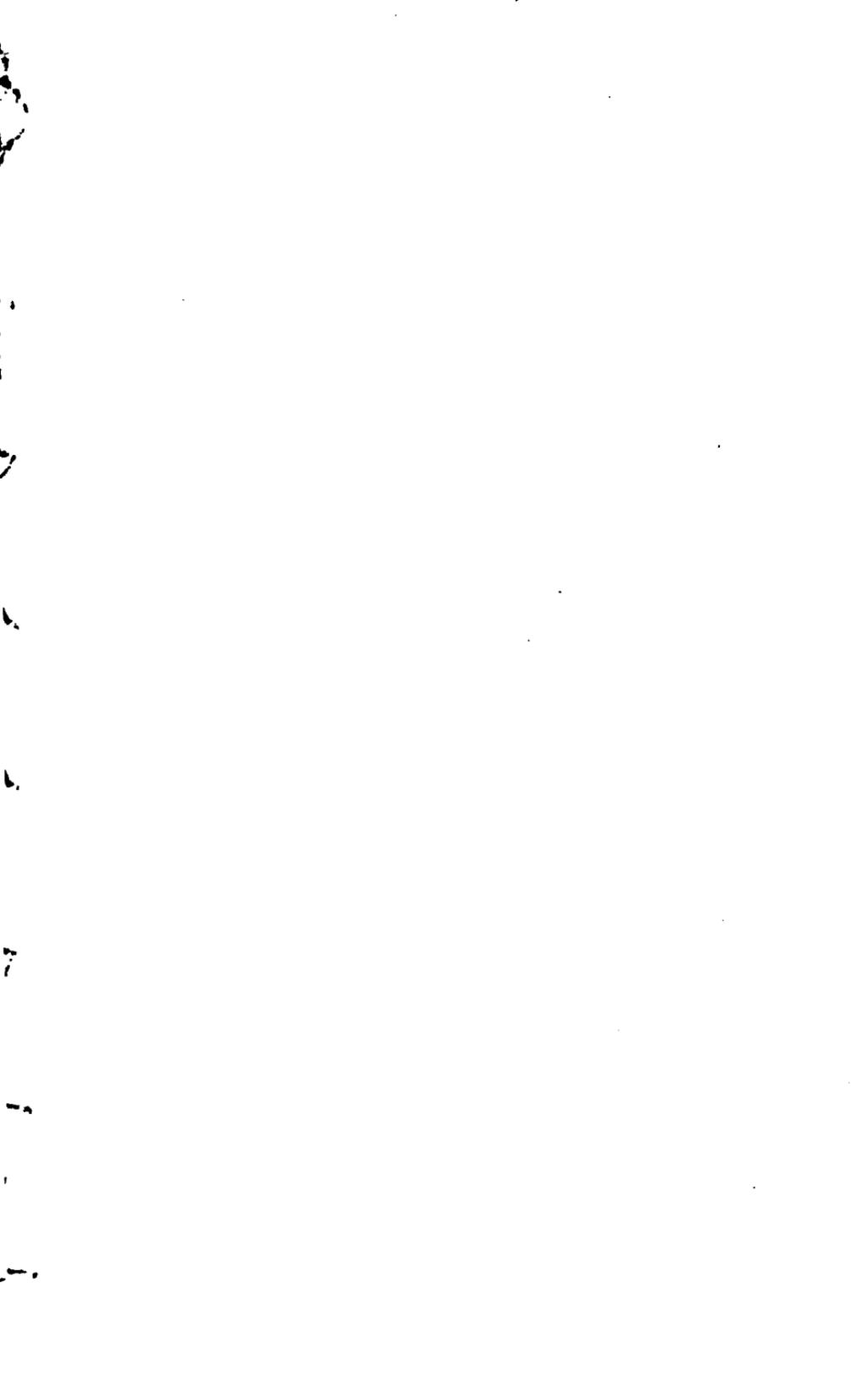
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HUNT'S

YACHTING MAGAZINE.

VOLUME THE FOURTEENTH.



"The security of the Kingdom is increased by every man being more or less a Sailor."—*CAPT. MARRYAT'S Pirate and Three Cutters.*

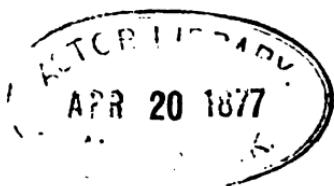
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ADDRESS.

From the commencement of this work, we have endeavoured to keep it entirely devoted to yachting pursuits, and to a great extent have succeeded. It has certainly given yachtsmen a medium of circulating their opinions, upon useful subjects connected with the noble pursuit, and of preserving them for the future tyro. We wish to bring to the notice of foreign yachtsmen that they would materially aid their brethren by forwarding their logs to us, which would be the means of instructing others in the pursuit of pleasure in distant climes.

To those gentlemen who have so generously contributed to our pages, and to our patrons in general, we return our thanks for their kindness and support.

December, 1865.

WOMAN
CLUB
MEMBER

HUNT'S YACHTING MAGAZINE.

JANUARY, 1865.

YACHTING GOSSIP FROM THE IRISH COAST.

THE beginning of a New Year's Magazine seems a good opportunity for saying a few words as to the prospects of the yachting interest in these parts during the anxiously expected season of 1865, altho' from the want of any large building or repairing yards on this coast the winter season is particularly dull and uninteresting, and it is difficult to spin any yarn which shall contain much information suitable to yachtsmen.

The usual and best laying up place in these waters is the basin behind the custom-house in Dublin, which is at present pretty well tenanted,—the Enid, Rosalind, Storm, Secret, Dove, L'Eclair, Pet, Atalanta, &c., being all moored therein, while in the canal basin ranged alongside the railway wall, we find Gitana, Ariadne, Oriana, Echo, Banba, Magnet, Foam, Zephyrina, Petrel, Mirage, and the fine iron schooner Isidora occupies a berth in another part of the basin, all looking very disconsolate with their masts covered with red paint, their decks with coarse brown varnish, and their usually spruce sides all rusty and weather beaten.

Amongst the high-mettled racers of these parts the Enid holds the first place, and is a fine slashing looking cutter of the new school, and undoubtedly fast : she sailed well in the few races in which she took part last season, and once whipped the Phryne ; but is expected to come out in new and improved form next spring, as her spirited owner has auctioned off all her old sails, and ordered a new and

complete suit from Gordon of Southampton, which with a new and heavier boom are likely to make her go along in a still more lively manner, and if she takes a round of the regattas she will give some of the cracks enough to do to beat her. She carries the Vice-Commodore's flag of the Prince Alfred Yacht Club, and also the Red and White and Blue and White burgees of the Royal St. George and Royal Thames, and is kept in first-rate order by her veteran skipper, old Plunkett, well known by his many victories won in the **Atalanta** in days gone by.

Next comes the Echo and three other formidable competitors of the second class, two veterans (*Secret* and *L'Eclair*), and one new, the pretty Xema, built last year by Wull Fyffe of Fairlie for her present owner, and beautifully fitted up, much too handsomely for the wear and tear of race sailing. She sailed well both at Bray and in the Mersey, and looked all over like winning at the first mentioned place, until an unlucky tack threw her to leeward and her chance was out. The Echo wants new sails, but beat both her opponents, *Secret* and *L'Eclair*, once last season, yet lost by time at Bray: with new muslin she would be hard to beat. The *Secret* from the way she went to windward in the blow the second day at the Mersey, and came in before the *Thought*, although without her bowsprit, will always be a dangerous customer, and went well at Kingstown notwithstanding a bad start. These four are the best of their class here, but will have their work cut out for them this year if they meet the round sterned *Phasma* and the *Kilmeny*, both now owned in Scotland; and of which the latter is almost certain to present herself with her owner at her tiller to try conclusions with them for the second class cup of the Prince Alfred Club, and if so we prophecy her success, unless some spirited yachtsman meantime invests in the *Torpid* or *Thought*, both now in the market, and either of which would be a good speculation for any one who likes the sport of match sailing, without going to the serious expense of one of the large racing cutters.

Of the third class the old *Banba*, and the new *Luna* and *Zerlina* are the fastest specimens, but the former has passed out of the hands of the owner and skipper under whose auspices her reputation was made, and she also wants new canvas, with which, and good handling, she will always be a formidable vessel to those of her size, especially if the wind be a trifle free. The two latter represent Scotch

and English building, and were not much tried last year as they were finished rather late, but the former won one cup, and was near as a toucher to beating the Secret on time at the Royal St. George's Regatta, she is said to be the fastest of the two when they have met in a friendly spin: a very fallacious test however, of a yacht's performance when it comes to the genuine trial. Both are nicely fitted out, but the Luna though the handsomer on the water hardly looks as large, or has as much accommodation as the Zerlina which is 5 tons smaller, and whose speed must have been a little sacrificed to room, as she has immense free board, and looks very large and high out of water.

Both England and Scotland will have a formidable rival however, if the report be true, that Mr. Campbell, who last year owned the little clipper Ripple, has a 25-tonner on the stocks at Belfast, moulded by, and built under the eye of Mr. D. Fulton, the designer of the invincible Ripple and Glide, each of which in turn proved herself A1 in her class, and of which the Glide was we believe but once beaten by anything of her tonnage, and that last year at the Clyde Yacht Club regatta by Fyffe's new flyer the Torch, and even this has been much explained away, so that the duel between them will probably be fought out this season, as both owners are desirous of trying conclusions whenever an opportunity is afforded them.

The new offspring of Mr. Fulton's unerring eye is certain to be a fast one, and we trust to see her trying her powers with the above, and with the old Vampire, which now hails from Kinsale, and if sailed in her present form will make some of the new clippers of the third and fourth classes look very queer before she is done with them.—*Visible* her performances during the past racing season, when she won five first and one second prize, against the fastest craft of her class afloat and netted £166; a good proof if any is required after the doings of the Arrow, Volante, Mosquito, Secret, and Thought, that if properly handled the good old ones are able to sail with, and often beat, the newest turned out cracks.

Amongst the smaller fry we have heard of no new or old importations; but the old rivals Magnet, Dove, Pet, Bijou, and Virago lie peaceably side by side, and if the spirits of the deep do talk, no doubt their *genii* often fight their old and numerous battles over again to beguile the tedium of the long winter evenings, which must be sad weary times for these pretty summer toys, and make them

long for the lands of sunshine all the year round as much as their owners do.

Amongst the non-racers which belong to these parts the principal change announced as yet is the purchase by the former owner of the Diadem of the Lalla Rookh schooner from Viscount Bangor, for whom Wanhill is building a new vessel of about 135 tons, and which is expected to prove a beautiful and fast craft. She is reported to be on the same lines as the Shark, Lalla Rookh, and Diadem, *i.e.* with unusual beam for her length, and very great rise of floor, but to have better quarters than any of the former vessels from Mr. Wanhill's yard. He is to refit and turn out the Lalla in first-rate style for her new owner.

The Belle will be on the station as usual, and we hope also to see the Isidora and Rosalind, which were not fitted out last season; and perhaps have a glance at the Marquis of Conyngham's new and splendid schooner the Helen.

A new 60 ton schooner for a gentleman near Balbriggan is also to leave Mr. Fyffe's yard early in the spring, but the first or nearly so, and in many ways one of the most successful of that builder's schooners, the pretty Amy, has sought "other fields and pastures new," having been bought by a Mersey gentleman, and we are not sorry to hear that the Empress screw steam yacht has also changed hands: such craft are a burlesque on yachting, and we never wish to see no more of them in these splendid open waters, however they may do in confined rivers and strong tideways. Mr. Kane is reported likely to replace her with a schooner, which we trust may prove true, as from the plucky and liberal way he has always sailed and found the little Bijou, (who by the way has received her proper prize at the hands of the Bray committee,) he is sure to turn out a larger craft in the way she should be kept.

The Vendetta, formerly Ruby Queen, and the Mirage are both in the market, also the Gitana, a fine specimen of a comfortable cutter, and which formerly carried the Vice-flag of the Royal Irish, and several others of all sorts and sizes are also reported as for sale. In the other ports there is not much stir, but the Eva schooner which hails from Dunmore has latterly been on the coast of Holland where her owner, disappointed of his usual winter sport amongst the Ionian Islands and the thickets of Albania, has been waging war on the wild fowl. The Redgauntlet and Cecile are lately come home from

the Mediterranean, the latter having been up to the Black Sea, and visited Sebastapool, or rather what is left of it, and had a coarsish time of it on her return, having been towed by the Admiralty yacht into Gibraltar.

Not many days ago the *Genevra*, well known by her owner's adventures amongst the Polar ice, poked her jib-boom into Kingstown on her voyage South, thereby greatly astonishing the inhabitants, who thought summer had returned on seeing a blue burgee and ensign floating in the harbour.

At Belfast the *Emerald* is laid up in ordinary, and she was greatly improved last summer by having her beam increased some 10 inches by large false wales built on to the original planking, which has much stiffened and strengthened her as she was rather long and lean before, having been twice lengthened. The *Old Vigilant* and the new *Dawn* are also off Whitewalls, alongside *Glide* and *Ripple*, and likely to be in commission before many months, and the owner of the *Imogen*, who also lives on the Lough of Belfast had resolved on replacing her with a new and much larger vessel, and had actually agreed with Messrs. Harvey as to the model for a 145 tonner, but some dispute arising about the price which reached the stiffish figure of £26 10s. per ton, he has we believe ordered from Wanhill.

Any person wanting such a vessel might do worse than buy the *Circe* which is now in the market, her owner having ordered a larger vessel, as she is a very fast and handsome craft, splendidly built, and fitted up regardless of expense, and it is to be hoped she will remain on these shores. From Cork we have heard nothing, but have little doubt that the spirited yachtsmen, belonging to the oldest and most practical of all the Yacht Clubs, will have something new and good to shew next season, and to defend their prizes from all going to other ports; and as time and space warn us to close this yarn we shall do so by wishing all our readers, and ourselves a merry season's yachting and a happy new year.

ERIN.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXIX.

THERE are some minor details in the handling of a fore-and-aft vessel when beating to windward, that although apparently trivial individually, and as such overlooked when neglected, yet bear their part towards assisting perfect performance, or the reverse; and even no matter how slight the assistance, their observance renders, the neglect of them indicates a slovenly hand, be he at the tiller or trimming sails: for instance, nothing can be more unsightly than to see a cutter's mainsail, after she has made a tack, girthed across from nock to clew, by the boom topping-lift; irrespective of the appearance of the thing, which in itself is enough to make a *neat* hand experience a cold shiver, the tautness of the lift across the belly of the sail makes that part at the line of contact a back sail, and the part immediately, and even for some distance in its wake, slack canvas, which the wind cannot reach, therefore the propelling power being interfered with, the speed of the vessel is lessened in proportion; even when the lee topping-lift-fall is let go immediately to rectify the error, yet the boom having gone over, the sail settles on the lift, and together with the gaff jams it aloft against the eyes of the rigging; it is in this position very difficult, and often impossible, to get the lift to render sufficiently through the blocks so as to give the sail its proper freedom, and even when apparently slacked away sufficiently, yet in the least jump of sea it will be observed to girth a little, proving that it is not properly clear when the sail begins to work with the motion of the vessel in lifting to the sea: there never was a greater instance of the wisdom of the old saw, "prevention is better than cure," than in this very case; therefore, Mr. Tyro, suppose you are on the starboard tack when your sheet-men take their stations previous to going about, the hand that stands by to haul the starboard fore-sheet, first thing he does when he takes his station, let him cast the weather topping-lift-fall off its pin, and overhaul the tackle handsomely, not too much, for when freed a little, when the

* Continued from page 499, vol. xiii.

boom comes over, the sail will take sufficient without leaving a bight of the luff blowing away to windward; then when the vessel comes about and he has trimmed and belayed the starboard fore-sheet, (now the lee one,) let him jump up to windward and haul the port (now the weather) topping-lift-tackle hand taut and belay it: by observing this rule your mainsail never will be caught in such an unseemly and unseamanlike way, however should it even occasionally occur by tacking once or twice to have it properly attended to, your sheet-man will soon learn to remember it, if only to avoid the jeers of his shipmates.

The jib is a very important sail, and requires a smart and untiring eye to watch its trim, and withal some exceedingly smart jib-sheet-men when the sheet is trimmed to their satisfaction, nay often omit looking out for the luff of the sail; notwithstanding even the rigidity of chain jib halyards; no matter how well set up at the start, either the purchase, or the luff rope, or the bobstay purchase, or all three combined, will stretch, and the luff of the jib will hang away to leeward, it may be in strict consonance with the curve of beauty, but woefully destructive to the effectiveness of the sail; should this escape the vigilance of the sheet-man, it never should the eye of the helmsman, for he should ever watch that the luff of his jib is in line with his forestay; therefore the moment the least slackness in the luff of the jib is observed, he should sing out, when giving the word "ready about," "and look out for a pull at your jib purchase in stays!" When the vessel comes up in the wind everything is slack, and the lee jib-sheet-man assisted by one of the spare hands can set up on the jib-purchase well and handsomely, during the time she is in stays without danger of carrying away anything; for it must be remembered that taking a pull at a purchase, when a vessel is all full under weigh is effected by main force, and when the rope is at its greatest tension; and some times the "More beef," which is the usual cry for extra help, preludes a pull that an electric telegraph cable would hardly stand. It should always be the object of a good yacht sailor to avoid carrying away anything, and although he knows his gear is fit to trust an emperor's life with, yet if a crew once get the habit of taking these strong pulls on every trifling occasion, they will neglect opportunities requiring but a little ordinary smartness, the elasticity of rope will soon be destroyed, and the heart become broken, and then at a pinch when everything is required

to stand for a man's life, away goes a purchase, a tackle, or a halyard, and not unfrequently an awkward (d—n the word P.D.,) accident may be the result; all these things may be done handsomely if the proper time to execute the manœuvre be selected; a rattling good trial of gear at the outset should always be had, but it does not follow as a necessary sequence that because the gear is of the best, it is continually to be put to the severest trials.

In like manner a pull all round may be had whilst the vessel is in stays, peak-halyard-purchase, main-halyard-purchase, topsail-tack-tackle, main-tack-tackle, topsail-sheet, &c., and without putting any out of the way strain upon the gear. Should it be advisable to stand on a long tack and a pull at any particular purchase be necessary before heaving in stays, it is always advisable to ease the vessel up in the wind, which may be done without at all stopping her way, by keeping a slashing pull for a minute or two, and then making an easy half tack just to give the crew time to take their pull whilst the sails are shaking.

Should the gaff-topsail be carried when the jib purchase is set up, a look aloft becomes necessary, for as every part of the gear stretches in proportion, of course if the bobstay fall stretches, even with a wire topmast-stay, (its fall will also stretch a little,) and then when the jib is set up afresh the topmast hangs all aback with a slack stay, the topsail wont stand, and then it is very often "take a pull at that topsail-tack!" "pull at that topsail-sheet!" &c. Whereas the simplest and only effectual order is (immediately after setting up the jib,) "ease a few inches of the topsail-sheet, and round in on the topmast-stay!" then when the topmast is forward enough belay the stay-purchase, haul out the topsail-sheet again, and the topsail will be set up afresh and stand properly. It is advisable to set up the main-tack-tackle previous to rounding out the topsail-sheet, in order to effect the complete resetting of the sail.

Many yachtsmen have an idea that wire rigging and chain halyards obviate the necessity of these precautions, but experience shows to the contrary; hempen purchases must be used in order not only to work both chain and wire effectually, but likewise to impart a certain amount of spring, or as it is called "life," to what would otherwise prove too rigid and unyielding for the freedom necessary to prevent a vessel being crippled, or too tautly penned up in even moderately broken water; this should always be fresh in a yachtsman's mind

when handling his vessel; and if necessary of observation in a wire and chain rigged vessel, how much more in those fitted entirely with hemp. These latter are exceptions now, and I have little doubt that the superiority of our modern vessels is attributable in some measure to the wire and chain gear not entailing such a constant supervision of the "nipping up," or "resetting" of the canvas; but still the yachtsman who will watch the stretching of his gear and slackening of his canvas, and immediately have a "nip up" all round, will have a considerable pull over one who neglects such a precaution.

We talk of flat standing sails as being the perfection of our present system of fitting out, but it appears to be strangely overlooked that these self same flat cut and flat standing sails, if not properly handled and refreshed; not only when set for a cruise, but in their bending, will not unfrequently become quite as baggy as the old fashioned sails. When I make use of the term "refreshed in their bending," I will explain what may appear an anomaly, by calling attention to the head of a mainsail for instance, and ask how many skippers will think of coming up the lacing, and hauling out the earring when the bend of the sail becomes slack, and what their idea of that slackness is,—is it only when the sail wrinkles along the gaff that such a proceeding becomes necessary? and I would still further ask some of those amongst our thorough yachtsmen have they not witnessed something nearly approaching to this state of things at our starting buoys occasionally.

I believe that many well cut sails are twisted out of shape by forcing them with tackles and purchases, in order to make them stand, when a little attention to re-bending them would have effected every thing desirable.

In previous chapters I have endeavoured to impress upon young yachtsmen the necessity of making themselves familiar with weather prognostics; and when at sea the moment any premonitory symptoms of a change of weather put in an appearance, timely preparation should be made to meet it: some yachtsmen have an idea that such a course of proceeding savours much of what I recently heard a would-be famous nautical youth elegantly designate as "funk." That in fact their crews would laugh at and turn them into ridicule as being of a timorous nature, and unfitted to engage in the stirring adventure with wind and wave. This may be all very fine for the

Corsair school of yachtsmen, who affect formidable smoking caps with prodigious tassels, shirt sleeves, clay pipes, sea-boots mid-thigh up, and unlimited libations of soda and brandy. "Carry on!" is the cry of such worthies; "Carry on and show that you are an out-and-out sailor!" As I could not presume to enlighten such experienced Dirck Hattericks it would be entirely foreign to my purpose to think of even remotely imputing to them a desire for information, much less a want of it; but to the genuine yachting Tyro I would mildly yet earnestly suggest never to mind what anybody is pleased to say, so long as he feels he is doing what is right.

I have known instances of this "carrying on" system, in which the principal actors intensely glorified themselves for a very brief period, until the crashing wail of cruelly used topmasts, deeply injured gaffs or crosstrees, or heartlessly wronged bowsprits, forcibly reminded them that there was a limit of endurance even in wood and iron; and then the contrast between pompous self consequence at the outset, and abashed incompetence at the conclusion of the farce, would be ludicrous, were it not for the reflection that life and limb is not unfrequently imperilled by such vanity-inspired displays. It is all very well to show a bit of dare-devil hardihood during a race, or when suddenly caught under circumstances that render a little desperate seamanship absolutely necessary to extricate a vessel from a position of difficulty and danger; but it is just at such times that the fiery ardour and indomitable intrepidity of such nautical Hot-spurs appear totally to desert them, and when the cool—undemonstrative, yet experience-seeking yachtsman finds himself, almost without knowing it—master of the situation. I would say to you therefore, my young yachting friend, when you are cruising do not uselessly expend your spars, chafe or strain your gear, or twist your sails out of shape, with the peurile idea that you are convincing your sailing-master, or your crew, of your bravery or superior seamanship. Jack is a wonderful mental arithmetician on such occasions as these, and can reckon up pretty square how much to add, what to multiply by, the correct division, and not unfrequently brings out a very small quotient of either commodity. On the other hand you must not let prudence degenerate into vacillation, make up your mind sharp, and having made a resolution stick to it, whether right or wrong go through with it like a man that had a will of his own; nothing sailors like so much as decision and promptitude, and even if

you do make an error it is less likely to be regarded as such when carried out boldly. I need hardly say that where such a course would lead to dangerous results, no man imbued with the slightest particle of common sense would persevere in it; but to the common every day events only that turn up whilst cruising my observations are meant to apply.

In former chapters I endeavoured to give an accurate detail of safety gear, and their being rove all ready for use in their places, when bad weather impends, it remains with you Mr. Tyro to use them effectively and at the proper time; it is much pleasanter and more agreeable to all on board to meet a fresh gale half way, with everything snug and ready to do battle worthily, your canvas properly reduced, sheets securely belayed, ropes snugly coiled down, boats and spars secured on deck, scuttles, companions, and hatches closed, skylights covered, steward's belongings stowed away clear of breakage, cook's appurtenances snug in their lockers, and the crew as well prepared as the ship—clad in comfortable oilskins to enable them to withstand cold and wet, nothing makes men buckle to their work more energetically and cheerfully than to find themselves comfortable and cared for. What a contrast to this is that of a recklessly carried on craft, when the strong wind that makes her reel again strikes her, night and darkness at hand, everything is in the direst confusion, sails flying about or cumbering the deck, blocks rattling, halyard-falls aloft or flying adrift, sheets unrove, topmast half housed, sails reefed in a slovenly manner, and not more than half set, the deck awash, spars floating about, boats threatening to take a cruise on their own account, vessel hove to and plunging heavily will give no opportunity of reefing the bowsprit: "Never mind it!" is the cry, then a grand crash in the steward's pantry or main saloon, and the best dinner service, or the spiceist of cut glass, become things of the past: Well at last she is away again,—whish—swash—whop! comes a green deck searcher—the little ship has no life in her to meet it, she fairly staggers under it, as a man out of condition would from the effects of a duly administered right hander; and she is out of condition for everything is slack about her; again she is hustled at the sea, and now a regular "White Horse" tumbles aboard drenching the crew thoroughly; they perhaps get a moment to jump below for their oilskins, but to find the forecastle all in a swim, to bark their shins over pots, pans and kettles, the galley fire washed out,

and no prospect of a hot, cosy cup of cocoa or coffee to warm them up by and bye—happy-go-lucky for poor hard carried Jack—on go the oilskins over wet clothes, and cold, comfortless and shivering the crew betake themselves on deck to growl at the thoughtlessness that inflicts so much unnecessary inconvenience: to make matters worse the night lamps are not trimmed, and wick for the binnacle lamp has to be fished out from the bottom of some no-man's-land locker—which when found—make a note of against the next occasion. No, Mr. Tyro, I hope you will adopt a different system, and, therefore, as the night looks nasty we shall begin, if you please, to put our house afloat in order:—you are close hauled, and therefore in the most favorable position for working or taking in canvas in a fore-and-aft; haul the fore-sheet to windward, round in on the main-sheet until the boom is well inboard for reefing, let the jib-sheet flow; let your crew take their stations for making the vessel comfortably snug; the steward to see to his department below—providing for the wants of the night, and seeing that all else is placed in safety from breakage; the cook to see his part of the duty attended to, all his cooking utensils safely stowed away, and refreshment for the crew prepared in case that all hands may be required on deck throughout the night: Send a hand aloft to cast the lacing of the gaff-topsail off the masthead and topmast; let the gaff-topsail-halyard, tack-pennant-sheet, and clew-line be manned, start the topsail-sheet, and as you ease it away handsomely haul on the clew-line, and brail the sail up to the yard; this can be most effectually done when the standing part of the clew-line is made fast to the fore-end of the topsail-yard, and the fall rove through a thimble in the leech of the sail, just above the clew, and then through a small tail block on the yard; ease away the halyard and topsail-sheet; hauling down on the tack-pennant and clew-line-fall at the same time, and taking care that the hands at the latter stand well aft, so as to clear the topsail of the eyes of the rigging, and keep the fore-end of the yard from fouling the crosstrees as it comes down, which the clew-line bent as above described will greatly assist in doing. It is usual to get the gaff-topsail down upon the side it has been set upon, and if another is not about to be set in its place, it is better to do so, in order to preserve the fair lead of your gear, it may therefore involve the casting about of the vessel on the other tack, to enable the topsail to be taken in.

There may exist objections, or it may be inconvenient to tack ship for this purpose, and then the following method of getting a leeward set topsail down to windward must be followed; the hand aloft, when he has cast off the lacing, should haul up the topsail-tack-pennant, pass it over the peak-halyards, and drop it down to windward; then ease away the topsail-halyard about a foot or so, keeping the sheet fast, let the hands at the tack-pennant haul the sail over the peak-halyards and walk aft together with the clew-line, which will bring the yard nearly up and down the topmast, the masthead-man can now shove the fore end of the yard clear of the topmast from leeward to windward, and the sail can be hauled down handsomely; the halyard and sheet should be hauled up and passed to their proper leading sides when unbent. We shall now suppose the sail to be on deck, let the halyard and sheet be unbent, and the former secured by its toggle to the mast-bitts; take two half hitches of the standing part of the latter round its fall, along which when hauled upon, it will run up, and lie along the gaff—snug—ready for use again, and out of the way; unhook the tack-tackle from its pennant, unbend the clew-line and tail-block, taking a half hitch with the standing part of the former, so as to keep it rove through the leech thimble, and the tail block on its proper side; turn the tack-pennant and clew-line into the belly of the sail; cast off the yard lacing or knittles, make up the sail along the head, stop it neatly in a tight furl, and stow it away in its proper place in the sail room ready for use again; lash the yard along with the other spars on deck, fore-end forward and peak aft: sometimes the topsail is kept bent if the heavy weather is not likely to last, and light winds expected in the morning watch; then turn the luff of the sail up along the yard, place tack-pennant and clew-line in the belly of it, furl close and neatly, and stop it along the yard, and lash it on the top of the deck spars until again required. Be particular the moment the topsail-sheet is let go to ease up the topmast-stay-tackle, for the topmast, the instant the strain of the sheet is taken off, buckles forward very much, and if this be not attended to, and that there is any sea on, you will stand a very good (?) chance of springing your topmast. The topsail being disposed of, the next thing to be done is to house the topmast; ease up the topmast-shroud-tackles, and topmast-stay-tackle, and cast off the topsail-halyard-fall and signal-halyards a foot or so, but do not let them fly adrift: if your topmast is fitted

with wire preventer stays, as all topmasts should be, see that they also are cast loose, so that nothing may hold the topmast to prevent its being started aloft; then man the mast rope and with a good swig start the topmast aloft, a few inches, so as to enable the topman to withdraw the fid; when he has done this, he should sing out "launch," then ease away the topmast to within about eight to twelve inches of the topsail halyard sheave, and belay the mast rope securely.

BAROMETRICAL VARIATIONS OF THE LATE STORMS.

BY JAMES GLAISHER, ESQ., F.R.S.

THE variations in the readings of the barometer at the Royal Observatory, Greenwich, include 46 days, ending the 30th November, during which period there have been several severe gales of wind on our coasts, producing, as usual, distressing shipwrecks, attended with fearful loss of life.

The reading of the barometer from the 1st of October to the 15th day was always high, and every day above its average, frequently to the amount of 0·3 in. and 0·4 in., and on the 3rd day to 0·5 in. nearly. The direction of the wind till the 8th day was generally E. to E.N.E., and the greatest force of the wind during this interval was about 8lb. on the square foot; but usually the air was in gentle motion. From the 9th day the prevailing direction of the wind was N. and N.W., but at all times weak in strength. On the 16th day it changed to the S.W., and the barometer reading descended below its average, and declined to 28·71 by 3 A.M. on the 20th, on which day pressures to 9lbs. on the square foot took place. The reading of the barometer suddenly changed to an increase, and at midnight on the same day was 29·40 in., being no less than 0·69 in. increase in 15 hours. It remained some little time at this point, and declined to 28·90 in. by 9 P.M. on the 22nd. From noon of the next day the 23rd, its general tendency was increasing; it passed above its average on the 30th, having been 14 days continuously below, and at times for 24 hours together, as much as three-quarters of an inch nearly. From the 23rd the course of the wind was mostly from opposite quarters, viz., S.W. and N.E., but at all times light, and sometimes the air was almost free from motion. The barometer reading continued to increase, though

with frequent slight falls, till November 6th, when the reading was as high as $30\frac{1}{2}$ in. or $1\frac{1}{4}$ in. higher than on the 20th. On the 7th day, the reading began to decrease, and passed below its average on the 10th, it having been above this point from Oct. 30, or 11 days, a part of which time it was for 24 hours together more than 6-tenths of an inch in excess. During the 18th and 14th days the decrease was rapid, and the reading from noon on the 14th to nearly noon on the 15th varied only between 28.61 in. and 28.64 in., thus the decrease amounted to 1.9 in. in 8 days. At this time, at Greenwich, the greatest pressure we experienced was 8lbs. only; and it is very remarkable that with so low a reading of the barometer about London, there was scarcely any wind, whilst fearful storms were raging north of us. From the 25th, the readings of the barometer oscillated, but for the most part increased, and were 29.72 in. on the 19th, whilst the air was in gentle motion from the S.W. and S.S.E. Like changes followed, but decreasing readings were greater than increasing till the reading of the barometer again was very low, viz., 28.72 at 1 A.M. on the 26th, accompanied with S.W. wind, blowing with a pressure of 5lbs. on the square foot only. From this time the readings increased, and on the 30th passed above average, having been below 18 days.

It cannot fail to be remarked that at all times when the reading of the barometer was above its average, the wind has everywhere been moderate in strength, but that the periods of our recent heavy gales have begun shortly after the reading has descended below the average, and those gales have also been the worst when the departures below have been the greatest, and the bad weather has ceased only on the average again being approached.

One fact may be learnt from these readings, and it is one I forcibly impressed upon the fishermen of the Northumberland coast, when I first fixed the barometers there, *that at no time, and particularly during the winter months, should the warnings of the barometer pass unheeded*; for although the barometer reading may be low, and indeed unusually low in some localities, without the storm passing over these places, yet they may feel certain that bad weather or gales of wind are at that very time most likely raging not far from them, and which might suddenly visit their localities without further warning. It is remarkable, indeed, that about London the barometer was no less than three times a good deal below 29 inches, yet no storm of any moment visited us; but we have had sad evidence of the fearful storms then raging on our northern and eastern coasts; and one almost sees the agonies and hears the cries of the drowning men, women, and children

at Tynemouth and Shields, imploring help from the plunging life-boat, two of whose noble crew perished in their humane efforts to succour their perishing fellow-creatures. All honour to these brave but nameless heroes, of whom England may be proud; and well may we mourn over those who, unhappily, perish in such sacred work.

These sad wrecks were taking place all along our eastern and northern coasts, while in London we were in comparative calm.

I wish to impress upon all sailors and fishermen the necessity of care when *continuous declining* readings of the barometer are proceeding, and of viewing such a state of things as plainly indicating approaching gales, which may not visit their own localities, but yet may do so; and if, fortunately, a gale does not visit them on any occasion, not to place less confidence in the barometer warnings, but rather to be careful till that reading of the barometer be attained which is the average of the place.

It is an ascertained fact, that when great atmospheric disturbances take place and great depression of the barometer readings occur, particularly when sudden, that they are the sure prognostications of the approach of storms; such signs no fisherman or seaman can, I think, now be so unwise as to neglect; for the caution thus given to him, conjoined with his own knowledge of the storms of the locality with which he must be familiar, will probably save him and others from loss of life and property. The Royal National Life-boat Institution, by placing reliable barometers (tested by me at the Royal Observatory, Greenwich,) around the coast, and thus directly preventing loss of life, may not gain so much praise as when its life-boat saves a crew from the sinking ship; but I consider that it deserves equal credit by taking timely steps to warn our fisherman from going into that sea in times of danger. And surely the public will not fail to appreciate fully the feelings which prompt the Committee of the Institution to prevent as far as possible the necessity of having recourse to the life-boat, by timely warning to those who otherwise might need its valuable and ever ready services.

*Royal Observatory, Greenwich,
December 4th, 1864.*

REMARKS ON YACHTING.

SIR.—At this season of the year when there are no matches to chronicle, and when yachtsmen can only employ themselves in brooding over the past or looking forward anxiously to the future, any thing connected with yachting is of course studied with great interest by your readers, and more particularly when the subject is so well handled by one possessing the information of your correspondent "*Red with White Maltese Cross.*"

As he however writes with the hope of eliciting some comments on the same subject from other pens, I venture to take up mine to offer a few observations on his letter, not by any means in a spirit of antagonism, or opposition, but merely to carry out his wishes, to give your readers the result of impressions formed by an old hand long before your correspondent's "*Remarks on Yachting,*" appeared in "*Hunt's Yachting Magazine,*" and at the same time with the view of still further ventilating a subject in which we are all deeply interested.

I will begin with his remarks on the match between the *Torpид* and the *Thought*, wherein he seems to infer that he anticipated the result; now I firmly believe that this result is by no means conclusive of the merits of the two vessels, but on the contrary, think it will be found hereafter, that the *Thought* will take four out of six prizes from the *Torpид*:—My reason for coming to this conclusion is that the *Torpид* is over done; she is a very deep vessel with a straight midship section, carrying some five tons more ballast than the *Thought*, which combined with her midship section, must destroy her buoyancy; then in order to bring such large displacement for her tonnage, to its highest speed, she is fitted with enormous spars and canvas, which must on occasions be very detrimental to her sailing powers; in smooth water and blowing hard she will be a very awkward customer and will do well, but in light weather she will never move with that quickness for which the *Thought* is proverbial, and in a heavy sea she will be killed by her sticks and her want of buoyancy. In coming to conclusions on this match, it must be borne in mind that it was sailed on the second day under circumstances the most favourable to the *Torpид*, but my impression before the start was, and, from observations made during the race, still is, that had Mr. Jones, gone outside the Island, as was originally intended, the result would have been different. I think it would have been found that the *Thought*, being by no means heavily sparred, and combining to a remarkable degree both buoyancy and power, would have made fine weather of it outside,

while on the other hand, the *Torpid* would have been killed with her heavy spars, and would have surged and plunged to a frightful extent, until something would have been carried away. My firm conviction is, that the *Thought* is as near perfection as a boat can be built, and I must say, as an ardent admirer of aquatics, that I rejoice to see the long deep, heavily sparred vessel (relying more on ballast than form for stability) under the most favourable circumstances of weather and *management*, do so little with the bonny well proportioned *Thought*.

This is not a question of wood *versus* iron, the two vessels being of an entirely different model, it is a question of weight and power, *versus* buoyancy combined with proportionate stability; and the coming year will decide to which is to be awarded the palm of victory:—and here it may not be out of place to refer to the allusion your correspondent makes on the start of the *Mosquito* at Kingstown, where he gives *all* the credit to the skipper. Now, without wishing for one moment to detract from the merit of so well known a man; but on the contrary, with every desire to give him credit for taking advantage of what he possessed, I am of opinion that the credit of the start is as much due to the *designer* as to the skipper of this celebrated craft: the *Mosquito* has small displacement for her size, she has a full round midship section, and possesses the combination of buoyancy and power which the *Thought* possesses, giving her that quickness of motion which stood her in such stead at Kingstown, as well as at other regattas this season, and which will always give her the advantage of a good start over her present antagonists.

We now come to another matter in which I entirely agree with your correspondent, and that is in his admiration of the *Phryne*, which I consider the finest racing craft afloat. I believe that we shall lose sight of her this year, as it is the intention of Mr. Seddon, not to have her out this ensuing season, but to place his reliance upon the *Astarte*. It is to be hoped that he will not be disappointed, or be the victim of misplaced confidence, but I must say were I in Mr. Seddon's place I would think twice before putting such a vessel as the *Phryne* out of commission, but only once as to letting any one else have her to run against me.

And, now a word with "*Red with White Maltese Cross*," on the subject of Ocean Matches which he seems rather to fancy, but which in very truth I fancy not, but consider then so much waste of money.—Ocean matches put me in mind of a certain Parisian who came to England to see the Derby; on his return his friends naturally expected a vivid description of the British carnival, and were very much disappointed

on being told by Monsieur, that he had seen nothing but a multitude of hats, and that he was only aware of the fact of the race *having* been run by the general murmurs of "Now they are off!" "Here they come!" and "Orlando has won!" so with Ocean Matches, a flag officer starts the vessels probably at 7 a.m., and they arrive at their destination from 2 to 6, possibly the next morning, the public being made aware through the local "Herald," that "so and so's yacht has won the prize:"—such a match can hardly be said to be the source of amusement to any one, inasmuch as no one sees it, and many a yachtsman, who is anxious to improve himself by seeing a well sailed match, has lost the opportunity that might have been given him, had the Ocean prize been offered as an extra one, or to make a bye day at a regatta.

I think a sweepstake got up among yacht owners who intend going from port to port in *their own vessels*, a very good method of adding interest to the voyage, but beyond this I hope to see no more money expended in Ocean Matches. It cannot be said that money is so plentiful with regatta committees, that there is no need for economy, (at all events they cannot say this in the Irish Channel,) as the prizes offered for small craft in the St. George's Channel are of a very meagre description, always excepting the Mersey, which sets an example to their Irish brethren, both as to classification and prizes, worthy of imitation. I must however certainly admit that the Royal St. George took a step in the right direction, with regard to small craft this last season, and it is to be hoped that the Royal Irish will take a step still further in the same direction the coming season; and I can assure them that they will not be doing amiss if they take the Royal Thames or Mersey as their guide. But this is a digression, and I must turn to the only other subject mentioned by your correspondent, that remains to be discussed; and that subject I must say I approach with great diffidence, not only because it is a very delicate one, but also because so much has been written on both sides by men of great experience, that it may be perhaps considered presumption to attempt to decide between them. I refer to the question of Shifting Ballast.

Now, unfortunately, in going into the matter we must look at human nature as it is, and things as they are, and not as we wish them to be, and such being the case we must, I fear, admit that yacht owners have in many instances, however reprehensible such conduct may be, wilfully shut their eyes to what is taking place on board; such conduct can only be accounted for by the fact, that nine-tenths of our yachtsmen are in the hands of their captains, who command not only the vessel but the owner, who is often a mere cypher on board, and (such is the weak-

ness of human nature,) has not the moral courage to insist upon his orders being obeyed. The owner would not himself infringe the regatta rules, (to put such a breach of faith in its mildest forms) but he allows others for whom he is responsible to do so.—Now so long as such a state of things exists I fear I must agree with those who say "shift as much as you like," averse though I am to the practice. To show that I have some grounds for coming to this conclusion, and taking this view of the case, I may say that during a match the last year, some extra hands were anxious to shift ballast in the vessel that I was in, this was of course not allowed, when one of the hands apparently astonished at such scrupulous conduct on our part, sung out "and sure ain't they all of them at it at this moment." This of course I did not believe, but inasmuch as there is never smoke without some fire, such a remark from an extra hand leaves room for great doubts as to all being as one could wish.

When all our yachtsmen shall command their own craft, and from practical knowledge of the handling of a vessel and of every thing connected with it, from the jib outhaul to the first reef-earing; have the command of every one on board; and when all vessels sailing in a match have a recognised member of a yacht club on board, who will be above taking an unfair advantage over his antagonist, then I say abolish Shifting Ballast, but until this desirable end is attained I fear we shall have no good of a rule, which as it at present exists, acts prejudicially on the honorable man.—At the same time I much question if this shifting, *so long as all shift*, is in any way detrimental to the improvement in the building of yachts, as shift as you like, you will never get the vessel relying on her ballast for stability to compete in speed or weatherly qualities, with the craft whose form is of as much assistance to her as her ballast; and now I fear that you will begin to think that I am trespassing upon your space, even at this time of the year, and will therefore conclude, by wishing my aquatic friends a merry Christmas and a happy (yachting) new year, and subscribe myself,

Yours, &c.,

A YACHTSMAN.

A CRUISE ON THE FRITH OF CLYDE.

EVERY one has some particular hobby which he is ever fond of riding, meet him when and where you will, only wait two or three minutes, and sure as fate out will come the hoofs. No matter whether in the drawing-room or immediately after prayers, just give us some one to talk to and away goes our favorite hobby at a very rapid rate.

Some may like to pass their spare time in books and study, many I fear do not. Many will debate for hours on the merits of some tobacco pipe, while the bare mention of the name makes others sick, and some are so desperately in love with themselves (or somebody else) that they are for ever trying to inflict their respective merits on us.

Now we don't want you to believe that we look on all these things as a philosopher would, or that we are above all that sort of thing, but we will candidly confess that we have one or two weaknesses, and we do like a "breenge" o'er a sparkling summer sea, and by your leave kind friends we will in thought at least take you with us for a "Cruise on the Frith of Clyde."

There is something fine in the idea of being released from business for two or three days, of being able to throw all our cares to the winds, and to relax a little of that strain to which every one in business is subjected. Some may call this very wrong, and very bad, and *very unbusinesslike*; but we have not as yet seen it in that light, and what is more we don't want to see it.

God made man to glorify and to enjoy him, and we take it that we are doing so, and are using our faculties aright, when we admire and enjoy the scenery of this beautiful world ("which His own fingers framed,") for in spite of sin it is a beautiful world still, and when purged from sin it may be heaven.

We will suppose that our cruise took place last autumn, and what a rush of business we had to get through in order to get off with the 4h. p.m. Greenock train.

The respective attention which each class of railway passengers receives from the company's officials has often been remarked. If you travel in a first-class carriage the ticket collector mildly and gentlemanly says "*Tickets, please gentlemen,*" to second-class passengers he says "*Tickets, gentlemen, tickets,*" while to those in the third-class he *roars* "*Where's your tickets?*" as if he was starving and wanted them to eat.

Talking of the train, by the way did you ever hear of any one admitting that he had arrived at the station just ten, aye or even five

minutes too late, for I am certain I never did. It always is "Just in time to see the train start." "Got the door shut in my face," or "Just a single moment after the outside door had been closed."

Now for a word of advice to those of our number going to Greenock, the locomotive does not spring away at the very moment the station-house door is shut, for there are still some old ladies who have taken all this time to get at their tickets, all the doors of the various carriages have to be closed, there are one or two signals to be displayed, and if yours is a death and life struggle there is the time that the station-master takes to sound his whistle as a final signal for the engine driver to turn-a-head, and if you are one of those unfortunates who have arrived in the interim (recollect that during all this time the terrible outside door has been bolted.) I say, should you ever be one of those unfortunates, rush up through the company's private offices like a shot, and coming from so official a region, the guard no doubt takes you for one of the Directors and sees you comfortably seated, while all this time your unfortunate outside companions have been eating the ends off their fingers, and most likely protesting that the doors were shut five minutes before the proper time.

Having arrived on board the "Armada," it may be necessary before casting loose our moorings in Gourock Bay to give a word or two of explanation.

Our traps and supply of provisions being deposited in their respective places we proceed to get ready for sea. The punt is securely fastened to the stern; the cover taken off the mainsail, rolled up neatly and stowed below, the tyings which fasten up the mainsail are cast off. Tom goes to the peak-halyards, and Dick to the throat-halyards, and both pull away steady till the sail sets without a wrinkle, the halyards are now made fast, the main-sheet is hauled taut and belayed, to prevent the boom knocking some one over board, and the after part of our ship is cleared of all spare articles that may not be required, and put *we trust* where they may be easily found again.

We now proceed to get the head sails to rights, after getting the bobstay hove well down, the jib is hooked to the traveller on the bowsprit and to the jib-halyards, and the sheets properly fastened, then we hoist away gently so that the traveller may be allowed to run out to the end of the bowsprit, and at the same time the sail kept out of the water, when all is taut—belay.

The main-sheet is now eased away, the captain at the helm, the foresail run up and hauled to windward for a moment to throw our wee barkie out of the wind's eye and the buoy rope let go. "She now

begins to careen to the gentle breeze, and to glide thro' the water like a thing of life." As Sam Slick says " You have her in hand like a horse, and feel as if you were her master and directed her movements. I aint sure you don't seem as if you were part of her yourself—and, if you don't go as quick as a steamer, you *seem* to go faster and that is something—for the white foam on the lee side rushes past you in rapids, and rainbows like Canadian rapids."

As we pass out of Gourock Bay the village clock struck seven, and after keeping a strict look out for boats ahead as they anchor where they choose, and not to suit your convenience, we are soon round Kempock point and fairly on the Frith of Clyde, and as the wind is from the west and not very stiff we determine to set the topgallant sail in order that we may reach the foot of Loch Goil 'ere night should close around us, having arranged to visit Arrochar before proceeding further down the channel.

Tom having either from a generous or a *selfish* motive agreed to act as steward during the cruise, it was suggested that he should begin his duties forthwith, and to do him justice his first effort was a most successful one, or, to quote a stereotyped phrase, supper was served up in a most *recherche* style, and was done ample justice to. Tom declaring that we ate like sea lions, but, as yet the sea had been comparatively calm.

Harry sipped his coffee sitting on the gunwale, and allowed the cup (only) to drop into the sea, but he declared it was not lost for he could tell where it was—and it is there yet.

Passing close to Cove Point and running along the Cove shore, or as Sir Walter Scott will have it, the *Island* of Roseneath, we were much pleased with the many beautiful and in some cases almost fantastic summer homes of our Glasgow merchants, betraying in their design much ingenuity, thought, and skill. In cities we are accustomed to such long rows of houses, and all so very much alike, that it is really a pleasure to visit these almost fairy scenes, to leave for a little the prose of every-day life and to revel in its poetry.

After entering Loch Long the wind every moment became lighter, and by the time the "Armada" had rounded the point opposite Ardentinny it had entirely died away.

And now began our first difficulty and that a somewhat original one, the evening was perfectly still and hitherto we had got along most pleasantly, no one thinking of how the time was passing till on pulling out a watch it was discovered that 10 o'clock was now among the things that had been. As it was evident we could not proceed much further,

a green tar certainly he was who suggested that we should take in all sail and cast anchor where we were, nor could we convince him of the infeasibility of his plan, till on putting down a sounding lead, we found that either the Loch was very deep indeed, or else a fish had bolted with the sinker ; but as fish are not *very* partial to leaden bullets we gave the Loch the benefit of the doubt, and resolved to try some other place. After a deal of tugging and no little exertion on our part the "Armada" did reach nearer shore, (a dead wall and a very irregularly built one too would be the more applicable term for the shore of Loch Long.) We tried again—and away again went our sounding lead, *somewhere*, but not to the bottom.

There was now nothing for it but to tow the yacht by means of the punt to a bank or shallow water at the foot of Loch Goil, and here we anchored near to Carrick Castle under the shelter of a gigantic heath clad hill, forming part of the "Duke of Argyle's bowling green," which as a cockney would say was sadly in want of repair.

The night was intensely black, and the tops of the surrounding hills seemed to embrace each other and to be frowning at us for intruding on the stillness and solemnity of the scene. On all sides mountains, naked and precipitous encompassed us, their peaks lost in the clouds, veiling the whole scene in a solemn and mysterious gloom, well calculated to incite the imagination of the fanciful and to work upon the feelings of the superstitious. Altogether the place had such a wild evil look that we felt almost afraid to go to our beds, but at last we ventured, with Glencoe and its massacre playing the mischief with our imaginations. I am certain that no one can go to sleep for the first time among these rugged jagged hills without feeling a certain amount of awe.

We had almost fallen asleep when the sound of approaching voices roused all our latent faculties with a vengeance, and bump went something against the side of the yacht, of course we all clenched our fists and rushed on deck to see who or what our assailants were, when someone in a language which evidently he had not been accustomed to speak all his life, remarked that "the night was verra calm and verra dark, and if we wanted any herrin' *her nainsell* would sell them." Two *hielandmen* who had been out fishing wondering to see a boat in so strange a place had given us a look in, and after a little chit chat and something else stronger than that, we retraced our steps to the cabin and they resumed their oars for home.

We rose next morning at six, and although the Loch was like a mirror where we lay, the wind, so quickly had it risen, was making a

terrible row among the hills above us, while the drift was being lifted and driven with relentless fury from the Loch outside. For an hour we waited, and wiled away the time by luring "saith and whities" from their *Highland* homes; but this was work too tame for us while such a combat was going on so near at hand, so after hoisting the top-mast, and setting mainsail, jib, and foresail, with double reefs, we glided under shelter of the hill to the point separating Loch Goil from Loch Long, after rounding which it seemed to be a very doubtful question whether the "*Armada*" should retain possession of her sails; fortunately she did, but it was not without a struggle.

As the wind was from the east we had a dead beat before us to the head of the Loch. We recollect hearing a story of a sailor, who during his first voyage on being requested by the captain to "let go" the jib-sheets preparatory to going about, paid no attention to the request, and on the captain again repeating the command somewhat more dogmatically our friend before the mast turned *round indignantly*, and replied that he had not got a hold of the jib sheets, and gave the captain ocular demonstration by showing that his hands were in his pockets.

Of course we had to bout ship very often as the Loch is very narrow, and in the midst of such a gale had anything of the kind occurred with us, or had we missed stays a single time, our fate was evident—at all events the "*Armada's*" would have been.

It was a long time before we could attempt breakfast, but when at last we did, the attempt had nearly succeeded, the dishes had been placed for greater safety on the *lowermost* side of the cabin and the coffee poured out, when the order was given on deck to put about without first apprising the acting steward, the "*Armada*" went about in a crack and down on the opposite tack, and away went crockery, coffee, butter, and ham in a joyous rush for the *lowermost* side again.

On arriving at Arrochar and making everything on board ship shape we landed and walked over to Tarbet to see how Loch Lomond looked under the influence of a rattling breeze of wind. Certainly the Queen of Scottish Lakes at that time displayed anything but an amiable temper, and little of that peace and serenity which should ever characterize a queenly station, while her lord, Big Ben, looked on with majestic indifference, and seemed to tower above the cares and toils which so much annoyed his better half.

Leaving Arrochar next morning we had a splendid run down the Loch, the sun shining out in all his majesty and splendour, and as it were reflecting the glory of Him in whose presence the angels veil

their faces with their wings. All nature seemed glad, and one could almost fancy the realization of the psalmist's song, the hills seeming for for very joy to dance and to skip like lambs.

On leaving the loch and continuing our course past Kirn and Dunoon we can observe, at all events we can infer, that the afternoon promenades which usually take place in Glasgow during the winter have been transferred to Kirn and Dunoon for the summer ; the walk or road seems strewn with various coloured *gigantic tulips*, while several gigantic butterflies have alighted here and there on the hill side, and interspersed throughout we can discern a species of the *genus homo* or lazy drone.

On the arrival of a steamer of course there is a general rush for the pier, and we could scarcely wish our worst enemy more than for him to get between it and the afternoon steamer from Glasgow. The captain as in duty bound curses and swears like a trooper at our supposed enemy for prolonging his passage, he waves his hands frantically, rings the bell, perhaps cracks it, and on the whole one would suppose that the boiler was just on the point of bursting, and that there was not one other moment to wait. Of course the steamboat passengers utter anathemas against our poor aquatic friend, (for now we cannot but compassionate him,) and perhaps some wag in the steerage will sarcastically compliment him on his beautiful seamanship.

The old castle of Dunoon attracts our attention on passing, the more so from its having once been visited by our ill-fated Queen Mary, but we will not dilate on its history, suffice it to say that it is very old, very picturesque, and like Argyle's bowling green, is very, very much in want of repair.

At Innellan we sent ashore for a supply of *fresh* provisions, our steward returned with a supply of *salt* ham. We would strongly advise our friends visiting some of our coast towns, not to depend on getting all the luxuries of life else they *may* be disappointed, and probably may have to dine on salted India rubber.

The sun sunk peacefully to rest behind the western hills, leaving for a while a shadow of his brightness, while the moon took up the wondrous tale. Night closing around us we seemed left alone with their Maker and with our Maker, and we could not refrain from raising a song of praise to Him whose glories they had been proclaiming. We came to an anchor shortly after midnight in Rothesay Bay.

Late as it was we were in no hurry to retire to rest as the moonlit scene was so truly grand. A stranger is apt to suppose that a sailor's life even when at sea is a somewhat idle one, but when we consider

that his eye must be constantly watching to see that every sail is doing its proper work ; when we consider that every single wave lifts the head of his vessel a very little it may be to leeward, and that that very little must be regained before the approach of the next wave ; in short, sailing even on a summer breeze requires no little vigilance and care, the more especially when your boat is carrying great cloud-like sails that may be the means of burying her in the sea. You can fancy then how pleasant it is to drop anchor in a haven of rest and to recount the dangers through which we have passed. But we are mistaken if we suppose that we can arrive at any haven here below in which we shall be unburdened of our woes, they may for a little seem to be removed, while in reality they have only changed ; so it is with the sailor, even when at home he is not free from dangers. We all I dare say have heard of the seaman who never *liked* to go ashore, and was quite glad to get to sea again, he was so much afraid of falling chimney pots.

On retiring for the night whether it was the mildness of the Rothesay air, Bute being styled the Madeira of Scotland, combined with the *facts* that there were six of us in a cabin capable of accommodating four, and the door closed. At first we felt rather *too* comfortable, and at length could not sleep. The steward of course recommended grog which had the desired effect on him at least, not however before he made one or two insane attempts to walk up the mast.

As we lay at anchor next morning, we were much pleased with the appearance of a number of fishing wherries rushing past like a flock of ducks, the crews we presume striving with each other which should gain the earliest market for the produce of their night's fishing.

We went ashore for a short stroll before proceeding up the Kyles. Had we been a stranger to Rothesay we would certainly have visited the castle, but as we were not, we contented ourselves by continuing along the shore road, procuring before embarking some fresh herrings, and the morning's newspaper ; and if there is anything enjoyable on board ship it is the perusal of a newspaper after a jolly breakfast.

On entering the Kyles the scenery becomes truly grand and cannot fail to call up all our higher feelings of admiration. Of the Kyles of Bute it has been said " A painter's dream of Elysium could scarce surpass the scene, and the tenderest touches of his brush ne'er equalled the delicate tints which hung around the mist clad hills, and the sea's unwrinkled brow." Around us hung that silence and mystery which awe the heart in lonely places, and strangely haunts us with a crowd of ancient memories. It is mid scenes like these that the story of our past

life surges oftenest back upon us, and forgotten days rise up with all the vividness and reality of to day. But let all who sail through the labyrinthine course of the Kyles beware lest down some of its majestic glens comes a fell swoop of wind that will but play with everything that would obstruct its course. During the forenoon we were startled at seeing the crew of a large English schooner, a short way before us, tearing down their topsails at a most alarming rate, nor could we guess the reason, till a perfect whirlwind laid us almost on our broadside, half filling the cockpit with water, and sadly disturbing the equanimity of all on board. This, however, did not last long, and gradually the wind died away, if not by special desire, it was desirable especially to all on board.

We discovered an old loaf of bread in one of the lockers, and pitching part of it into the sea we were much amused at a scuffle which ensued between some sea gulls as to its possession, and by dropping it bit by bit over the stern we were followed for a long way by a very eager and excited crowd, nor could we tell whence they had come, for in a moment they seemed to gather from every point of the compass. Woe betide the poor fish that crosses their track. They added much to the beauty and liveliness of the scene, and painters seem to be fully aware of this, for who has seen a sea piece in which a red shirt and the white wings of a gull have not been added as finishing touches to the picture.

The wind having died entirely away, we anchored in the narrow part of the Kyles behind one of the islands, and added a few fish to our stock of provisions. It was here that Harry stumbled upon a splendid dodge which he intended to practice on one of the gulls; this was to stick a small fish on a pike hook, and supposing that the dead fish would be able to float astern with a fishing line attached, he hoped a gull would be green enough to plunge down *without thinking* and swallow the bait. Alas, however for his hopes, for the weight of the twine and the hook were too many for the fish and down it went to the bottom, and you could scarcely have been more astonished than Harry was, when something started like lightning with the end of the line for the opposite end of the Kyles, the shock (or the rug as we used to say) nearly precipitated our friend into the water, and it was fortunate for the proprietor of the line that the end had been fastened to a belaying pin, else he had been under the necessity of dispensing with it for all time coming. Three of us hung on and pulled to the surface a most enormous eel, which we presume had been sneaking after herring and had caught a tartar. As we did not wish to risk the loss of an arm in taking the hook out of its mouth we preferred to let it play itself in the

water for half an hour, as it appeared to be awfully vicious, and if it did not get away we can assure you it was not for want of trying. It was proposed that we should fasten the line to the end of the bowsprit so that the eel might do duty as a tug, but as we had not reins to guide it, we were not *sure* that it would consult our interests as to where it might take us. A fine breeze springing up we endeavoured to find out if the eel had been tamed, but as it did its best to swallow an oar entire we thought discretion the better part of valour and cut it adrift, and we presume it went on its way rejoicing,—so did we.

The afternoon was beautiful, but we were a little startled on seeing the captain very deliberately button his coat, and pull his cap well on his head, and still more so when he asked us to lend him a hand at reefing the mainsail. Nor could we but admire his prudence when a gale struck us that might have ended our cruise somewhat more summarily than we could have wished. As we got into the Sound of Kilbrannan the waves began to tumble on the forecastle deck like cart loads of bricks, and the consequence was some of us leant over the side in a very helpless manner, and made terrible faces at the water. A large yacht passed us at this juncture without a stitch of canvas set (for she was one of our towering masted racers and sailed fine in a light breeze,) looking like the skeleton of some ship that had been doomed to haunt the deep.

We determined to hold on and round into Millport Bay, running in the bowsprit, except so much as would set the storm jib, and making everything snug we got along nicely, of course plunging and thrashing the water in a somewhat lively manner; but we had plenty of sea room round us; and far better be at sea in a storm than dodging amongst rocks, these are the hidden snares and temptations that shipwreck many a stately vessel on the voyage of life.

As night however began to close around us, and as we could not keep at sea all night, we had to make for some place of shelter, where we might enjoy an hour or two of calm repose, and Millport Bay seemed to us the nearest, in fact the only place that would answer our purpose. Into it accordingly we rushed on a pitch dark night, the wind whistling through the rigging of the various boats in the bay, and dashing the waves with relentless fury on the beach.

Everything for the moment seemed a perfect chaos of mad confusion, the yacht rushing up in the wind's eye at a furious rate, the sails flapping and fluttering as if again they wanted to be away on the wings of the wind, the rush of the cable through the hawse pipe, hauling down the sails as quick as possible to prevent them shaking the mast out of the boat, and, my friends, take care you don't get a whack from the loose end of some rope, or certes you wont forget its bite.

Casting out an additional anchor, and to use an old sea phrase having fastened everything up except the hatches which were fastened down, we turned in to, in the first place dry ourselves, and in the second to make a vigorous *attempt* to sleep, but like Saint Paul when caught in a breeze on the Adriatic "*We wished for the day.*"

Having had every joint in our body very much dislocated from a series of electrical shocks and bumps occasioned by the pitching and tossing of the boat during the night, we were not sorry when morning dawned, to go ashore and enjoy a stroll through the village of Millport, a not unimportant place in the estimation of some, for one of its late parish ministers was in the habit of praying for his Cumbrae parishioners, not forgetting those of the adjoining islands of Great Britain and Ireland, the two latter evidently being very secondary islands indeed when compared with the Big Cumbrae.

The breeze continuing very stiff, during the forenoon we had an early but substantial dinner in one of the Millport Inns, and embarked about one o'clock with a fair wind blowing up the channel. Running in to Fairlie roads to see one or two new yachts which Mr. Fyfe had lately launched, our cruise had nearly been protracted till the return of the next tide at all events, as a sand bank spreads itself half way across the channel with only a few feet of water over it. And woe betide the poor yachtsman who gets aground on it with a receding tide, his position becomes more ridiculous than elegant. This sandbank must be an infinite fund of amusement to the inhabitants of Fairlie, as even the ferry which conveys the passengers from the steamer draws too much water to allow her to reach the shore, and there being no landing stage all the passengers must be carried ashore by the ferry-man, or somebody else: as a rule old ladies prefer wading ashore in their shoes and stockings, while the young ones declare that the fun is worth all the money. Then again it is not a little amusing to see people bobbing up and down half way over to Millport before they can get water deep enough to "dook" in.

As the wind was favorable we expected to reach our moorings in Gourock Bay before nightfall, and so hurrying past Largs, Wemyss Bay, Inverkip, &c., we received intimation from the keeper of the Cloch lighthouse, that our expectations had not been realised, at all events he seemed to have made up his mind that it was time for him to light his beacon lamps. What a solitary life to lead, we have often wondered that keepers of lighthouses do not commit suicide regularly.

We knew that from the Cloch lighthouse the lights of Toward and Little Cumbrae should be visible, but on looking for them the Cloch light and the momentary flash of Toward was all that we could discern.

Stern thoughts of complaining to the Admiralty then suggested themselves to our mind, as here was a terrible case of neglect of duty. The keeper of one of the lighthouses on the Clyde to have neglected to light the lamps of his lighthouse, and who can tell but that had we been a richly laden merchantman we might have been lost on the instant: on the principle that in a ball room a lady always takes cold when she knows that the window is down. An astronomical friend on board suggested that perhaps we were so low set in the water and the lighthouse so far away, that part of the earth's circumference intervened between us and the light; and he was right, for whenever we stood up there was Cumbrae light as plain as could be, but when we sat down, out it went again. This was the first practical demonstration we ever had as to the earth's rotundity, and on its discovery we were I assure you no little delighted.

While looking down the channel we discovered what we took to be a display of fireworks. Our astronomical friend however knowing that the Frith of Clyde was a most unlikely place for such an exhibition, said nothing, but kept his eyes wide open, no doubt thinking that he was just on the eve of adding something most extraordinay to our knowledge of natural philosophy. As the wind was very light we had ample time for observation, the illumination as it neared us, for it seemed to be moving, divided itself into four parts, and just as our hair began to stand on end wondering what the mischief was, the cause of the row the enigma was solved, this was the first detachment of the channel fleet on its way to the tail of the bank off Greenock.

As the night was dark we were anxious to get as near as possible, so that we might see how a big war ship sailed under steam, the conduct however of the officer in command of the first ship was most annoying, as the nearer we tried to sail to him the more he steered his vessel from us, the consequence was that the "Revenge" passed by without allowing us to approach closer than two or three hundred yards.

We determined we would do for the next one. Thinking that No. 2 would follow exactly in the rear of the leading ship, whenever we got into the surge from the propellor of the first ship, we lay to but strange to say the "Donegal" ported her helm and passed us two or three hundred yards *on the opposite side this time*.

"Try again" is a good old motto and so we did. Now we discovered where formerly we had erred, for in our eagerness to get close to the ships we had forgot all about our lamps, so they were taken down and shoved out of sight into the cabin. And we were quite delighted

at the success of our plan, as the great big illuminated ship, quite unconscious that there was a boat right ahead, came steaming bravely on, and well can I recollect the phosphorescent light from the water at her bow, and the bump, bump, bump, of her screw propeller as it forged her onwards. We were so much entranced with the sight or so much deceived by the darkness of the night, that she was almost down upon us before we knew where we were, and but a moment or two was left us to clear out of the way. Our lamps, which fortunately had not been put out, and our voices were put to their respective uses, and they did us good service, for the officer of the watch judging by the manner in which he passed the command to starboard the helm seemed as much alarmed at his proximity to danger as we were, for the poor man could not see in the dark, but that it was some 800 horse power steamer, whose captain had paid but small attention to the Board of Trade regulations, as to the displaying of his lights.

We certainly were to blame for running into this danger, still we think there was little need for the officer in command uttering such fearful anathemas against us and using as he did language so very strong. We cannot make out how it is that sailors *will* swear so much.

On passing MacInroy's point near Gourock a faint blue light started from the water at the side of the yacht, and seemed to dance merrily for the shore, all observed it, but no one said anything, till it was again repeated, when Tom suggested that we had got into some play ground of the Kelpies. We found out afterwards however that we had been passing through a shoal of herring, and as they got startled by the passage of the boat through the water, they bolted off creating the phosphorescent light peculiar to salt water when agitated, the motion of the waves giving it the dancing appearance which we had observed.

At half-past 12 a.m. we slipped quietly in to our moorings in Gourock Bay and thus ended our cruise on the Frith of Clyde.

You will observe that I have seldom spoken of the scenery of any of the places which we visited, for the very simple reason that I can find no words to convey an idea of the estimation, the love, in which all these scenes are held by me.

Not many years ago the writer made a tour through England and Ireland, returning from Liverpool by the steamer, and from the time he left Glasgow till he returned what delighted him most was the scenery of the Frith of Clyde, being lighted up by the glorious rising of a summer sun. And we long for the day when the inhabitants of our land will treasure more and visit more the bonnie lochs of Scotland,

to rushing to the continent and bringing back with them continental vanities, frivolities, and desecration.

Excuse us then loving the scenes to which we have been so long accustomed, for it is "our own, our native land."

THE SCHOONER AMERICA.

(See Diagram.) Not published.

This vessel was designed by Mr. Steers, and built in 1851, by Mr. Wilkes of New York, for the late J. C. Stevens, Esq., then commodore of the New York Yacht Club. She crossed the Atlantic with reduced spars and sail, and arrived at Cowes, July 31st, 1851, with the intention of whipping the Britishers, and certainly her first two or three matches were successful, but in the following year the Arrow and Mosquito beat her, the former by 1m. 50s. and the latter by 1m. 51s. At this time her American crew had returned to their native country. An exceeding good practical yachtsman, when comparing her with our English-built schooners, said "Her displacement, area of load-water line, and area of midship section are remarkably small in relation to the circumscribing dimensions. The centre of gravity of displacement, of area of load-water line, and of vertical longitudinal section are placed much farther aft than was usual, and her centre of effort of sails is far aft. She was in fact a vessel with a small hull in proportion to her dimensions, and therefore she was able to avail herself of much sharper water lines than had previously been attempted in large yachts, consequently the small amount of resistance to progressive motion which she experienced in proportion to the lateral resistance, admitted of her being sailed very near the wind without her speed through the water being materially diminished. In some respects the America is inferior to the English schooner yachts of about the same size, she has less accommodation below, and deficient head room in the cabins; by retaining the principal points of her constructive elements, and adopting a rather different form of midship section it is probable that a combination of the advantages of both classes might be the result."

	ft. in.	ft. in.	
Length over all.....	100 0	Length of mainmast.....	81 0
" from fore side of stem		" main boom.....	58 0
to aft side of stern-post, on		" gaff.....	26 0
deck	94 0	" foremast.....	79 5
Draught of water aft.....	10 0	" fore gaff.....	25 0
" forward.....	5 6	Centre of foremast from stem..	98 6
Moulded beam.....	23 0	" mainmast from aft	
Depth in hold.....	9 0	" of stern-post.	35 6

Tonnage—171 American, 208 English o.m.

SALVAGE PAYMENTS TO LIFE-BOATS' CREW.

As it often happens the life-boats of the National Life-Boat Institution are the means of saving vessels and their cargoes from destruction, or of materially contributing thereto, and as the owners of such property have not unfrequently objected to paying the life-boat men for their services, believing that they are only performing their duty by rendering them aid, we think it desirable that owners of ships and merchandize, as well as the general public, should be made acquainted with the principles by which the Institution is actuated in the matter of saving wrecked property, and the terms on which it allows its boats to be used in saving it.

In the first place, then, it cannot be too plainly stated, or too generally known, that the National Life-Boat Institution is a Society established for the *saving of human lives*, and that only. It appeals to the British public to support it for that object, and that object alone. It has, therefore, no right to devote any part of the funds so raised to providing means for saving property, or for any other object than the philanthropic one which is its especial function.

Accordingly it is a misapprehension on the part of the owners of property at sea to suppose that it is the duty of the men who work the Institution's life-boats on the coast, to give their services gratuitously to effect its preservation. The Institution pays them for devoting their time and labour, and for risking their lives to save the lives of others, and it has no claim on them to do more.

On the other hand, however, it is felt that, in the interest of humanity, valuable property which has been produced by the "sweat of man's brow" should not be allowed to perish beneath the waves, if it can be saved. The Institution, therefore, authorises the crews of its life-boats to assist in saving vessels stranded, or leaky, or otherwise in distress, under special circumstances and on certain terms. In permitting those services, and in arranging those terms, a general principle had to be decided on, and such service being altogether distinct from the functions of the Institution, it was considered expedient to separate it, as far as possible, from the more legitimate employment of its boats; to effect which it was arranged that, on all occasions of using the Institution's life-boats to save property, they were to be considered as lent to their crews for that purpose, and that the latter should look to the owners of the property to remunerate them in accordance with the provisions of the "Merchant Shipping Act of 1854," and not to the Institution.

The conditions on which the life-boats are lent to their crews for such service are as follows:—

1st.—That they are on no account to be used in the salvage of property so as to interfere with private enterprise, when any other boats are available, and can be safely employed.

2nd.—That they are never to be launched and taken afloat expressly to perform such service when lives are not endangered without the sanction of the local Honorary Secretary, or other representative of the local Committee of Management.

3rd.—That the greatest care is to be taken of them, and that they are never, on such occasions, to be unnecessarily exposed to serious risk of damage or destruction.

4th.—That their crews are not to make exorbitant demands for payment from the owners of the property saved in proportion to the service rendered.

5th.—That to cover risk of damage to the boats, two shares of all salvage payments received, i.e., an equivalent to the shares of two of the crew, shall be paid to the Institution.

The utility of the first three of the above conditions will be obvious, and need not be further commented on; the two last call for some observations:—

With regard to the fourth, it is hardly possible that any rule which could be devised would altogether prevent disputes arising between the crews of life-boats and the owners of property saved by them, since different elements have to be considered in determining the amount of the payment to which the salvors of property are fairly entitled; viz.,

1.—The value of the property saved.

2.—The certainty of its loss, or the degree of risk of loss to which it would have been exposed but for the salvor's aid.

3.—The amount of time and labour expended, and the difficulty, exposure to wet and cold, or risk of life incurred by the salvors.

It is evident, therefore, that the character and value of such services must be of the most varied character; and that the owners of property saved, and the salvors, whose interests lie in opposite directions, will be likely to form very different estimates of their value. The legislature, sensible of the difficulties surrounding such cases, has, by the "Merchant Shipping Act of 1854, only stated that the salvors of property from loss at sea shall be entitled to "reasonable compensation," but it has made ample provision for settling all points in dispute:—

1.—By empowering the "receivers of wreck" to arbitrate between the salvors and owners of property, with the mutual consent of each party.

2.—By authorizing any two magistrates of the locality to fix the amount of payment in cases under £200, where the parties cannot come to a mutual agreement.

3.—By permitting appeal to the "High Court of Admiralty," in cases above £200, in amount of demand; and in all cases when the contending parties, or either of them, are not satisfied with the decision of the local magistrates. And 4, by ultimate appeal to the Privy Council. All, therefore, that the Institution can do in the interest of the ship-owner or owner of cargo, in such cases, in addition to allowing the use of its boats, is to urge its crews not to make "exorbitant demands" on owners for payment, it having no power to remove such cases from the legal jurisdiction of the country. It has also to be remembered that the crews of the Institution's life-boats are not a body of enrolled men, retained by permanent wages, but that they are formed from volunteers of the local fishermen, or other boatmen, and, in some instances of coast guard men, who are only employed for the occasion, and paid "for saving or endeavouring to save human life."

The 5th condition, viz., the payment of two shares of all salvage receipts to the Institution, calls for some explanation, as it is liable to be misunderstood. It may then be distinctly stated that it is not imposed as a source of profit to the Institution; the first intention, as already implied being to cover risk of damage, since without such equivalent it is not considered that the Institution would be justified in allowing its boats to be put to a use so distinct from that for which its supporters have provided them; whilst a second desirable effect of this condition is, that the boatmen are thereby induced to use their own boats in preference to the life-boats for the salvage of property, whenever it is practicable to do so, since they have then no deduction made from the salvage awards which they may earn.

A case in illustration will still more clearly show the principle and the effects of its working:—

Some time since, a large Spanish ship grounded on the Blackwater Bank, on the south-east coast of Ireland. The captain and his crew of 30 men, with the exception of one of the latter, who was inadvertently left on board, escaped to the shore, some eight or nine miles distant. The wind was blowing a gale at the time, but moderating shortly afterwards and shifting its direction, the ship slipped off the bank into deep water, and drifted to the northward. Being seen from the shore, the Institution's Cahore life-boat was launched, and, after a long and arduous row against wind and sea, succeeded in boarding her; some of the sails were shaking, some aback, the ship with six or seven feet water in

the hold, and the one unfortunate seaman on board half frightened to death.

Now the coxswain and crew of the life-boat would have done their duty to the Institution which employed them, and to the supporters of the Institution from whose contributions the boat was provided, had they at once returned to the shore with the poor Spanish sailor thus rescued from a watery grave, leaving the ship and cargo, worth £20,000 to their fate ; and, were they unable to look for a " reasonable compensation" from the owners, they had no interest in acting otherwise. The fisherman-coxswain of the boat, and the chief boatman of Coast-guard, who was also with some of his men in her, however, at once decided to do their best to save the ship. They accordingly put her head to the north, trimmed her sails, and set to work at the pumps, with a view to get her safely to Kingstown if possible, and intending to send the life-boat back to her station with a portion of her crew as soon as they could feel assured that their efforts at the pumps were successful. They soon, however, found that the water in the hold was gaining on them, and that they could only save the ship and cargo by running for the shore; this they did on the beach near Arklow, 15 miles from Cahore. Here she was handed over to an agent for the owners, and the life-boat, which could not be got back to her station until the termination of the gale, was hauled up, her crew returning to their homes by land.

The local Committee of the Cahore Branch of the Institution then met to receive the report of the coxswain; and having satisfied themselves of the value and legitimacy of the service, they deputed the chief boatman of the Coast-guard and the coxswain to proceed to Dublin, and put in their claim for compensation for saving the ship and cargo from total destruction, which they had undoubtedly done. The result was, that the Receiver of Wrecks at Dublin proposed £500 as an equitable settlement of the claims of the salvors, which proposition was acceded to by them and by the agent for the owners.

The Institution in this case paid the crew of the life-boat the usual sum of 10s. each for saving the life of the one seaman left on board the ship, and also the expense of the requisite help to launch the boat; but all the expenses contingent on the saving of the ship and cargo, such as the hire of conveyances to take the crews to their homes, and their subsequent return to fetch their boat, and also the expenses incurred by the coxswain and the chief boatman of Coast-guard, by going to Dublin, were paid out of the £500 before its subdivision. When subdivided, it gave about £34 to each of the crew of the life-boat, and £68 was paid to the Institution to cover risk of damage.

Now we cannot but think that such an arrangement was beneficial to all parties:—the owners or insurers of a valuable ship and cargo were fortunate in having their property saved at a very small per centage, the crew of the life-boat, for the most part poor fishermen, received a handsome payment, which was calculated to increase their attachment to the life-boat service—whilst the Institution obtained a sufficient sum to cover all risk of damage to its boat.

The above case is sufficient to illustrate the practice of the Institution on all occasions when its boats are employed to save property. It has hitherto been found to work well, and we see every reason to believe that it will continue to do so.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 1st. December, at its house John-street, Adelphi—Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Captain Sir Edward Perrott, Bart., Stephen Cave, Esq., M.P., Admiral Gordon, Colonel Palmer, Alexander Bofeaur, Esq., Admiral W. H. Hall, C.B., F.R.S., W. H. Harton, Esq., and Richard Lewis, Esq., the Secretary.

The minutes of the previous meeting having been read, the committee expressed their deep sympathy for the loss of life during the late fearful shipwrecks off Tynemouth, and particularly in reference to the loss of two gallant men, who unfortunately perished by jumping out of the Tynemouth life-boat, belonging to the Institution. It appeared that the performance of the life-boat on that distressing occasion elicited the admiration of the oldest seamen in the place. The boat was in the act of rescuing the crew of a schooner, when unfortunately the expression used by the coxswain, "Come lads, jump on board," was misunderstood by some of the life-boat crew, four of whom thereupon jumped on board the schooner, believing the life-boat was going to pieces. This circumstance so completely deprived the remainder of the crew of their presence of mind that they lost control over the boat, and a heavy sea striking her at the same moment against the ship, all her oars, with the exception of two, were broken, and her side stove in. Nine of the men, however, stuck to the boat, and with the two oars and the help of another boat succeeded in reaching the harbour in safety. The two men who unhappily perished from the life-boat have left two widows and seven orphans. The Institution voted 100*l.* in aid of a local subscription now being made on their behalf. The Institution had also paid the crew of the life-boat 26*l.* for their gallant exertions on the distressing occasion in question. The silver medal of the Institution, and a copy of its vote on vellum were also presented to Mr. Lawrence Byrne, chief officer of the coastguard at Tynemouth, for his gallant exertions in assisting to save, by

means of the rocket apparatus, some of the unfortunate crew and passengers of the ill-fated steamship *Stanley* on the occasion. The Institution at once sent down to Tynemouth, a new life-boat to replace the disabled self-righting boat; but the local committee decided on retaining the latter after being repaired in London.

Rewards amounting 105*l.* were also granted to the crews of some of the life-boats of the Institution for going off and rendering the following important services to shipwrecked crews during the late fearful gales:—The Blakeney life-boat saved six men from the French chasse marée *Eleanore*, of Nantes, and five men from the brig *Fernond*, of St. Malo. The Tramore life-boat took off the crew of five men and one passenger from the schooner *Sarah* of Waterford. The Lossiemouth life-boat saved six men from a derelict vessel after several shore-boats had attempted in vain to launch through the surf. The Newbiggen and Berwick life-boats went out and rendered important services to twenty-four fishing boats and their crews, numbering nearly 100 men, who, while out fishing, were overtaken by fearful gales of wind. The New Quay (Cornwall) life-boat put off and rescued five men from the schooner *Heroine*, of Milford. The Tenby life-boat took off the crew of three men from the sloop *Active*, of Carmarthen. The Penarth life-boat went out and assisted to save the ship *Far West*, of Newport (Monmouth), and her crew of twenty-two men, from a very perilous position. The Dungeness life-boat rescued fifteen men from the barque *Louis XIV.*, of Dunkirk. The Yarmouth surf life-boat put off and gallantly saved three of the crew of the barque *Sea Serpent*, of South Shields. The Winterton life-boat took off and brought safely ashore six men from the brig *John*, of Hartlepool. The Dundee life-boat (the *Mary Hartley*) went out in tow of a steam tug, and saved four men from the schooner *David and John*, of Montrose, making a total of 153 lives saved by the life-boats of the Institution during the recent heavy gales on the coast, many of which gallant services had taken place during a dark midnight storm.

The life-boats of the Institution at Cambeltown, Penarth, Walmer, Rye, Winchelsea, Porthdinllaen, Southport, Lytham, Scarborough, and Padstow, had also gone off during the recent gales in reply to signals of distress from various vessels. In some instances the vessels had, by the time the life-boats arrived alongside, succeeded in getting out of danger or in weathering perilous points; but in other cases, unfortunately, the casualties had been so sudden and so complete that all vestige of both vessels and crew had disappeared before the life-boats could possibly reach the scene of the disasters. Payments amounting to 96*l.* 10*s.* were made for these services.

The crews of the Walmer, Bacton, Tyrella, and Dungeness life-boats had also assembled in readiness to go off to the succour of the crews of different vessels. For these services the Institution voted 18*l.* 14*s.*

Rewards amounting to 25*l.* were also granted to the crews of various shore boats for their services in saving several shipwrecked crews on the coasts of the United Kingdom during the past month.

Altogether, during the storms of the past two months, the life-boats of

the Institution and shore-boats, to whose crews the Institution had granted rewards, had happily been the means of rescuing nearly 250 shipwrecked persons.

The silver medal of the Institution, and a copy of its vote on vellum, were likewise presented to Mr. J. Bulkeley, coxswain of the Tynemouth new life-boat, of the Institution, in admiration of his long and gallant services in assisting to save, in the life-boat and by other means, a large number of shipwrecked persons.

The Controllor-General of the Coastguard submitted to the National Life-boat Institution a list of about fifty places where it was desirable to place a small handy class of life-boat, in the absence of life-boats belonging to the Institution.

The committee decided to give this important question their best consideration. R. B. Mannion, Esq., of Piccadilly, had on behalf of a friend, presented to the Institution 300*l.* [to pay for a new life-boat for Ardmore, Ireland. Miss Wardell had also munificently sent to the Institution 320*l.*, to defray the cost of a new life-boat and carriage for Alnmouth, on the coast of Northumberland, in lieu of a small boat and carriage now on that station.

The committee expressed their sincere regret to learn of the decease of the late Mr. Robert Ransome, of Ipswich. He was a warm friend of the life-boat cause, and had materially assisted in establishing the "Society of Friends" life-boat at Selsey, on the Sussex coast.

Payments, amounting to upwards of 2,000*l.*, were ordered to be made in various life-boat establishments, and 1,500*l.* of the funded capital of the Institution were ordered to be sold to assist in meeting these heavy payments.

It was stated that one of the four life-boats presented by the city of Manchester to the Institution, named the "Robert Whitworth," had, on its way to its station at Bridlington, been exhibited at Manchester, Leeds, and Bradford. The sight of the life-boat had excited the greatest interest in those inland towns. A life-boat, presented to the Institution by the town of Birmingham, had also, *en route* to its station at Sutton, on the Lincolnshire coast, been exhibited in that town. It was calculated that 100,000 persons turned out to witness the life-boats on these occasions. The first life-boat, given by the commercial travellers to the Institution, has just been forwarded to its station at Piel, on the Lancashire coast. The Institution had also sent new life-boats, during the past month, to Hornsea, Yorkshire, and Valentia, on the west coast of Ireland. Messrs. Forrest and Son, the life-boat builders of the Institution, stated that they had forwarded to Cronstadt a fine six-oared life-boat on the plan of the Institution, making the sixth life-boat supplied to the Russian Government, in addition to two furnished to the Russian Steam Navigation and Trading Company. The proceedings then terminated.

EXTRAORDINARY LIFE-BOAT ADVENTURE.

The Rev. Richard Mahony of Dromore, county of Kerry, has furnished the following interesting information respecting the performances of two life-boats :—

In August last, two whaleboats, constructed on the principles of the life-boat, arrived in the harbour of Valentia, on the south-west coast of Ireland. They were consigned to the charge of Mr. Kearney White, inspecting officer of Coastguards in that district, and were intended to be subjected to certain experimental trials which should test their qualities under all circumstances.

No weather occurred sufficiently heavy for such experiments until the late November gales. Some most successful trials then took place in the heavy Atlantic seas off this western coast, and the behaviour of the boats was most satisfactory.

They differ slightly in construction. In the one built by Mr. Forrest, of Limehouse, the property of self-righting in case of being overturned is most prominent. This quality does not exist to the same degree in the other boat, built by Mr. White, of Cowes, which is a much lighter craft, but her steadiness and irreversibility, as will be seen, are most extraordinary.

The 26th of November last opened on the west coast of Ireland with a very heavy gale from W.N.W. The barometer had gone down to 28.90. The force of the wind was 10. A tremendous sea was running and breaking wildly on the headlands of Dingle Bay. In one place it was observed from some miles off, bursting over a cliff more than 100ft. high.

Everything was considered suitable for a thorough trial of the lifeboats. Both were accordingly got ready for the occasion. They are merely five-oared whaleboats, provided with airtight compartments, and clearing valves for discharging the water.

Mr. Forrest's boat was manned by the coxswain and five of the local crew who are at present in training for a large National life-boat just presented by an English lady to this station. The other boat was manned by a Coastguard crew, and steered by the inspecting officer himself. Both crews were provided with Captain Ward's life-belts.

Within the harbour all was comparatively smooth, vessels riding easily at their anchors, but the gale was so strong that the boats made headway with great difficulty, the wind sometimes driving the oars out of the rowlocks up over the men's heads in spite of their utmost efforts to keep them down. Slow progress was thus made towards a passage leading out into a wild bay, called Lough Kay, which lies outside the harbour of Valentia to the north. Here the sea was running mountains high, and it became evident that no boat of any description could live long under it. Mr. White, however, being still determined to try the boats even under these circumstances, made his final arrangements for a bold experiment. He directed the boat which accompanied him to lie in comparative shelter under Lamb Island (a small

grassy island 78ft. high, over which the sea was making a full breach), so that she might watch the fate of her consort, and render assistance if possible. Then with his own Coastguard crew (in White of Cowes' boat) dashed out into the bay, watching each tremendous roller and rounding her to meet it. About a quarter of an hour passed in this struggle, when a great tidal wave was observed by the spectators gathering itself about a mile to seaward. Distinguishable by lookers-on far inland, like a mighty Andes towering above the lesser mountains, this Atlantic giant swept in, extending right across the bay and leaping far up the cliffs on either side. In the opinion of experienced scamen who observed it this sea would have swept the decks of the Great Eastern like a raft. As it neared the devoted boat its appearance became more terrific. The water shoaled there from ten to seven fathoms, and, changing its shape with the conformation of the ground below, that which had been a rolling mountain rose into a rushing cliff of water.

Never were six men in more desperate circumstances; yet what men could do was done boldly and steadily. The rule laid down for meeting a desperate sea is to pull against it with the utmost speed; but for meeting such a sea as this no rule was ever made. Cheering his men forward, the steersman put his boat right at it, calculating nicely to meet the sea at a right angle. Steadily, as if spouting in a race, the men strained at their oars, and gliding, on even keel, like an arrow the boat entered the roaring avalanche, its crest towering 25 feet above her, and overhanging.

The inspecting officer, who was steering, and the chief boatman, who was pulling stroke oar, were hurled headlong over the boat's stern by the falling sea. Had she not been of extraordinary strength, owing to her peculiar double-sided construction, she must have been shivered like a band box. Crushing her bodily fathoms down, the sea bore her astern at lightning speed, tearing away her rudder-irons and steering crutch, by the pressure. The steersman was caught head downwards as she passed, by some projecting hook or spur rowlock, and dragged thus for a few seconds; then found himself suddenly freed and rising rapidly. On reaching the surface he met his chief boatman already afloat, but looking very much confused. The latter afterwards described himself as having been conscious of receiving some tremendous impetus, which caused him, as he imagined, to turn a series of somersaults under water. Though cased in heavy waterproof boots, thick pea-jackets, and oilcloth overcoats, the lifebelts supported them with perfect ease.

The sea which had hurled them out of the boat had beaten the rest of the crew down as they bent over their oars in a stooping posture, each man on the thwart before him. The bowman alone was stunned. The remaining three retained perfect consciousness; they had their eyes open, but all around was total darkness. They describe their sensation as like that of being whirled in an express train through a railway tunnel, but whether they were in the boat or in the sea they could not distinguish at the time. At length a faint dawn of light reached their eyes, increasing rapidly, and

they were conscious of rising through the green water ; and at last they emerged through the broken foam, sitting each man in his place.

The first object that met their eyes as the boat rose to the surface was the buoy of the Kay Rock close alongside of them. This buoy is by measurement over 400 yards from the place where the sea had struck their boat. She had been shot about a quarter of a mile under water and had risen in the exact position in which she had entered the sea, at right angles to it. A spare rowlock and a pair of oars were lying loose in the bottom of the boat, giving clear evidence that she had not once turned over during her extraordinary submarine passage. The oars had all been lost but one, and with this the men managed to keep her head to the seas, though she was drifting fast upon the rocks astern.

In the meantime the crew of the other boat had watched the whole occurrence ; but so appalled were these hardy fishermen by the appearance of the sea and by the sight which they had witnessed, that they refused at first to pull out to the rescue in the face of what appeared to be certain death. The brave man who commanded her, however, Edward O'Neil, was determined to save his comrades or share their fate. By dint of entreaty and command he got them to pull out into the bay. Skilfully watching his time, sometimes putting his boat away before the roaring breakers, sometimes driving her over them, shipping seas forward and on both sides, he succeeded in picking up the officer and chief boatman, after they had been near half-an-hour in the water. They then pulled away for the other boat and reached her as she was fast drifting on the rocky shore, over which the sea was breaking furiously. A very few minutes later and the boat and men would have been pounded to fragments on the sharp ledges that were rising black at intervals through the foaming water. They supplied the drifting boat with the oars which they had picked up from the water, and both crews worked their way back into harbour without loss of life or even the slightest injury.

VARIATIONS OF THE COMPASS.

A French scientific journal has published the following on the deviations, to which the needle is liable in consequence of the substitution of iron for wood in ships. "One of the latest contrivances for diminishing this serious inconvenience is the correcting compass, which affords the means of taking the sun's position, whereby the deviation may be corrected. It has sometimes been supposed that fog and certain other states of the atmosphere could influence the needle; but this has not been borne out by observation. Lightning alone exercises a decided influence on the needle by reversing its points, so that north becomes South, and conversely. When a vessel is nearing land, the needle is said to be affected ; and certain rocks there are that exercise a decided magnetic influence on the compass, volcanic rocks

especially, but this influence is not felt on board ships. But the action of the iron forming the ship's sides is far different; nothing, not even the interposition of a thick non-magnetic body, will stop its influence; far less as some have believed, a copper coating or thick paint. But the real danger proceeds from another source, since the ship herself, under her weight of canvas, may increase the deviation of the needle. From experiments made on board an iron-built sailing vessel, provided with iron rigging and lower yards of steel, and with two binnacle compasses on her poops, and a third placed between the mizen and mainmasts, the lower part of which was all of iron, the deviations of the needle were respectively 56 deg., 24 deg., and 35 deg. Without entering into further details on this matter, the writer of the article concludes with condemning the imprudence of those who freight an iron vessel before she has been at sea for a considerable time, in order to ascertain how her compass behaves. Moreover, a captain undertaking the command of an iron ship should be called upon to show that he has previously been on board such a vessel on a long voyage, so that he may know how to deal with the deviations observable on board the vessel to be commanded."

THE CRUISE OF THE EVA SCHOONER.*

We received this addition to our yachting literature too late to do justice to the author, (Mr. A. Kavanagh), but from a cursory view we can venture to recommend it to all yachtsmen, more particularly to that portion, who are fond of pursuing sport in other climes. We were pleased to find a case stated where a vessel from having her name altered contrary to law was nearly being seized by the custom-house officers, as it may convince those yachtners who follow the practice that it cannot be done with impunity. The following is Mr. Kavanagh's statement:—

"Custom-house officers are a disagreeable race wherever one meets them, and in no place worse, I think than in Ireland. They hauled me up once in Kingstown, for smuggling, and sailing my vessel under a false name. I only wonder they did not add piracy to the charges. The facts are these: I once cleared out for Norway from Kingstown, taking on board some bonded stores. Head winds and bad weather made the voyage a slow one, and at Kirkwall I was caught by letters calling me back; consequently I returned without going to Norway. Arriving back in Kingstown, I hoisted the usual signal for an officer to come on board; he came, searched, and went his way. I heard nothing, save that he expected a tip, which I refused to give. The next day I went home by rail, and the vessel went round to her usual port, to be laid up. Some weeks afterwards when the crew were scattered to the four winds of heaven, and the skipper had returned to the bosom of his family, I received a letter from the Custom-house authorities in Dublin, charging me with the before mentioned heinous crimes, saying, that I had forfeited my bond (there is always a bond

* Dublin.—Hodges, Smith & Co. London.—Simpkin, Marshall & Co.

of £100 or thereabouts, signed either by the skipper or owner of a vessel when bonded stores are taken on board her, and this bond is forfeited if improper use be made of said stores, either by taking them or using them on shore, or giving them to any party to take on shore), by clearing out foreign, as the term is, taking bonded stores on board, and not having gone foreign ; that was the charge as nearly as I can remember the words, but I have all the correspondence by me, and can produce it if necessary. Their letter concluded by stating that they would be obliged, by my remitting them the amount of said bond. I confess I was rather taken aback by this version of the law, that a yacht taking out bonded stores must needs go to the place she cleared out for. However, supposing that something must have occurred behind the scenes with which I was unacquainted, I wrote to my skipper to know what had really happened; in fact to throw what light he could upon the subject. His reply was to the effect that the stores had been consumed on the voyage by the men, for whose sole use, be it known they were taken out, (as they found themselves, or provided for themselves; "found themselves" is the short way of expressing it), that nothing had ever been taken out of the vessel, and that whatever had remained, which consisted I believe, of one pound of tobacco, had been duly reported to the officer at Kingstown. I forwarded my skipper's report to the authorities at the Custom-house, and in due course received their reply, "that they supposed they had been misinformed—that circumstances had been magnified, (my high minded stinginess, in not administering *tip* at the proper time, told there) but that as I had cleared out for Norway and had not gone there, they would fine me in the penalty of double duty on the stores taken, viz. £16. This I paid, but I did not know as much about those matters then as I do now. If I read the law aright, you may ship what bonded stores you like, and so long as you use them on board the vessel, and do not take them out of her, you do not break your bond; if I am mistaken, I should be very glad to be corrected, as it is far from my intention, either to break the laws myself or to wink at others doing so.

"Their second charge was, "that I had sailed my vessel under a false name, and thereby laid myself open to a fine not exceeding £500", my reply to which was, "that they had better prove it." It is now more than five years ago, so I presume they could not, as I have since heard nothing of the charge.

"As the case is a serious one, and moreover, one in which a tyro yachtsman might get entangled in the meshes of the law, and fall into the clutches of a Dublin Custom-house officer, I may be excused for being prolix, and allowed to explain what the law is, and how the dire accusation fell upon me. The law is this,—at least it has thus been expounded to me by a friend in power—"When a vessel is to be built her keel is the first part of her laid down; she is named and registered, and so long as her keel remains, her name and number, in the British register must remain also; in fact, nothing short of a special act of Parliament could change either." Yet what facts have we before us every season in the yachting world: one gentleman buys a yacht from another, dislikes her name, and calls her by some other more pleasing to his fancy. Virtually he is breaking the law and sailing his vessel under a false name. He has no power to change the old name in her certificate of registry; he puts the new name on the men's hats; has his letters addressed to the new name—he sails about where he likes, believing that she *'is his yacht, the 'Peri,'* and

not the old 'Echo,'—and in short, in spirit, he is breaking the law as fast as he can, and yet the law cannot touch him. Why?

"Because so long as he is not asked officially what her name is, he may call her what he likes.

"But if asked by a custom-house officer for her name, and he gives any other than that on her certificate of registry, he is according to the letter of the law amenable to the penalty therein provided.

"The Custom-house worthies thought they had me in a nice corner, and that there were good pickings to be got, but fortunately for myself, I had been warned about this legal quibble before I started, or I certainly should have fallen into their web, and been made an example of. I had bought the hull of a cutter called the "Triumvir"; she was lengthened, fitted out, and rigged as a schooner—her name was both ugly and unmeaning, so I called her the "Corsair." I would certainly have given her name as the Corsair to every officer that asked me, had I not been informed of how the law stood, and thus been able to disappoint my Dublin friends by my short reply.

"No doubt, they congratulated themselves upon having caught a victim at last, and thought they had a splendid case; the name on the men's hats, the letters at the different post-offices in the Scottish ports at which we touched, addressed to the "R. Y. S. Corsair" would be almost conclusive. They only wanted the one link—but alas! for them and their longed for reward—that was missing, at every port where I was asked for the name officially, I gave "Triumvir."

"Yachtsmen, beware how you rename your vessels!

[We shall thoroughly overhaul and review in our next.]

ROYAL LONDON YACHT CLUB.

THE usual monthly dinner and meeting of the club were held on Monday evening Dec. 19th, at the Caledonian Hotel, Adelphi-terrace, Mr. Andrew Arcedeckne (the Commodore) in the chair, faced by Mr. K. H. Gough. No less than twenty-five gentlemen sat down to the dinner, and the room was, during the meeting, occupied by fifty or sixty gentlemen, the young members showing up in strong force. The minutes of the previous meeting having been read and confirmed.

Mr. Gough said he begged to propose as honorary member the name of a gentleman who had earned a world-wide name, and was not only known to that club, but he hoped to every other body of persons, viz, Dr. Francis Thomas Buckland.

Mr. Powell, having seconded the motion,

The Commodore observed that but for the activity still displayed by the last-named gentleman, he should have been pleased to have seconded the motion himself, for associated as he was with the Acclimatisation and Zoological Societies, Dr. Buckland was of course well known to him; he put the motion, therefore, with a great deal of pleasure, convinced that the club would be doing themselves great honour in electing a gentleman so worthy of honorary membership. The motion was unanimously carried.

Mr. G. C. Eagle, the treasurer, then said he had now to bring before them an important matter, and one which demanded their utmost attention. They were aware that at the last meeting he had intimated that he should bring forward a notice of motion that the matches of the Royal London Yacht Club should no longer be thrown open to gentlemen who were not members of the club, and he now begged formally to move the same in order that it might come on for discussion at the next meeting. Some time ago they had thrown their matches open to the world, but experience had taught them that the club derived no benefit whatever from the measure, and he, therefore, had long thought of the subject, and had at length come to the conclusion to move this resolution. Since he had last spoken to them upon the subject there had been a large meeting of the sailing committee, and that body were unanimous as to the advisability of limiting the matches of the club to members only in future. He, therefore, gave notice of his intention to move a resolution in accordance with the decision of the committee, and hoped the members would give the matter their earnest consideration in the mean time.

He said he had another important subject to bring before them, and one which affected their vitality and future prosperity in no small degree. It had long been thought by himself and others that there was something wrong about the amount of their entrance fee and subscription, and that the time had arrived when the club might with the greatest safety make a material advance in that direction, [hear, hear]. Personally he had been induced to come to this conclusion from the fact that the only other yacht club in the metropolis possessing the same privileges and affording the same advantages as themselves had long since done so, and still went on increasing, and the members of the Royal London must not lose sight of the fact that at any time they might be called upon to shift their quarters. He, for one, was very well content to stay there, but instead of becoming a matter of choice it might become one of necessity. He had long heard that the premises might be wanted for the railway. They must not forget, also, that the present proprietor was far advanced in years, and might at any moment be taken from them, and it behoved the club, therefore, to treat this as a most important matter. A change, as he said, might be forced upon them at any time, and they must not, if they would be faithful officers and good members, neglect any opportunity of providing for the future. This, of course, was a matter for the committee or committees only. It had been suggested that a special committee should be formed, but he thought their present committees were competent to deal with the matter, and that they should make such arrangements as would enable the alteration to be made in January. The matter required great consideration, because while the thing would no doubt be advantageous on the whole, there were certain objections, as for instance, a man residing in the country who rarely visited the club would not like his subscription to be raised; but the same causes would not affect those who were now joining, or who intended to join, and it was only fair, after all, to the old members, those who had been in the

club for many years, and had worked the club up to its present proud position that those who now came and found it in that position should pay for the privilege; they certainly had a right to ask the new members to pay for their work. This was merely at present a suggestion, but something must be done against a rainy day, and the best way of increasing their income would be by raising their annual subscription, if not their entrance fee. Their expenses were getting greater every year, in carrying out the general arrangements of the club. It was not for him, however, to anticipate the design of the committee, and he therefore would content himself with bringing the matter under the notice of the club, and would like to hear any suggestions the meeting might please to make with a view of assisting the executive.

A committee was appointed to take the above into consideration.

Editor's Locker.

YACHTS' CREWS AND WAGES.

London, Dec. 19th, 1864.

SIR.—As no one answered your correspondent, "A Subscriber about to build," inserted in your November number, I will give him my ideas on the subject:—With four men and a boy he would be able to handle a 45 ton cutter, if not too heavily sparred, and by lending a hand himself occasionally. The same crew would handle a 55 to 60 ton schooner under the same econditions.

Seven men and a boy would be required for a 65 ton cutter, but would suffice for a 90 to 100 ton schooner.

Wages would be per week—captain 35s. to 40s.; mate 30s.; men 25s.; boys 15s. to 17s. 6d., with clothes.

The present cost of a vessel may be reckoned at £25 per ton, without lead ballast, but my advice is buy, don't build, there are several good vessels in the market.

To the Editor H.Y.M.

Yours, &c., PALINURUS, JUN.

NOTICE TO CORRESPONDENTS.

SURF.—In the Summary p. 567, vol. xiii., this vessel is stated to have won £100 at Cowes, it should have been £25 second prize.

DUDU.—This vessel carried away her bowsprit at the Harwich regatta, when she was leading.

ALARM and LULWORTH have not left England, but are lying on the mud at Lymington.

WAR HAWK.—A yacht of this name was sold by Mr. Bartlett to a Russian gentleman some years ago; we will ascertain if she has returned to England.

ALBERT YACHT CLUB—A new club is formed at Southsea, which from the influential Committee will be successful. We shall enter into particulars in our next.

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HUNT'S YACHTING MAGAZINE.

FEBRUARY, 1865.

YACHTING IN THE NORTHERN WATERS OF SCOTLAND.

BY A MEMBER OF THE ROYAL LONDON YACHT CLUB.

It was a beautiful morning in the month of June, the sun had not long risen, and was then lustering the "silvery Clyde," with a hue which made it to resemble the more precious metal. A trim-looking schooner yacht* was riding at her moorings in the estuary of the Clyde, opposite to the residence of her owner. From the unusual stir on board it was apparent that there was—something in the wind—figuratively, as well as in fact. A light westerly breeze caused the sails to flap lazily, and to look most invitingly suggestive of a cruise, of which there were other unmistakable symptoms. The yacht's boat was passing to and from shore, conveying each trip, significant looking baskets of various sizes and form; some of which undoubtedly, contained soda water, or potash water; others, of larger size, contained bottles covered, nearly all over, with labels, in the French language, attesting that they contained "Vichy" water—genuine, and pure, as at the well from which it was said to have been brought. There were also being conveyed on board hampers, which, probably, contained something stronger than medicated water, and, to the generality of tastes, more palatable. The grocer and baker, had done their parts; Bass' bitter ale had not been omitted;

* This vessel is of 40 tons, o.m.

the "flesher" had also been in requisition, as the substantial joints hanging over the taffrail unmistakably indicated. It was evident that provision had been made for an extended cruise.

After shipment of supplies were completed, the yacht's cutter, manned by a smart looking crew, approached the shore, and took on board the yachting party, bound, once more, for a cruise in the northern waters of Scotland, the writer being one of the privileged few. As the party stepped on deck up went the ensign, and bang went a cannon on shore; next moment, the word was given—"Let her go!"—the yacht was quickly underway, and on her course for the Mull of Cantire, with a favoring breeze.

A few years ago, if a yachtsman sailed his yacht round the Mull of Cantire, the fact was regarded as a notable achievement; it is now so common an occurrence that, like the ascent of Mont Blanc, it has, from its frequency, ceased to be a cause of wonderment. I shall not, therefore, tell of the "mulling" we experienced when passing it, as it would be only a repetition of an old story with variations:

One of the party during the passage, suggested that the name of "Mull" might be derived from the peculiar effect produced on himself, by the motion of the yacht, which had "mulled" the contents of his stomach, very disagreeably. When in calmer water, he resumed the subject, and argued on the question very ingeniously,— "Now," said he, "if a fellow makes a jolly mess of a thing, is it not said he has made a 'mull' of it? Does not this horrid 'mull' make a mess of everything, upsetting everything moveable as well as stomachs? I never did like to see *good* port wine 'mulled';—no sensible fellow would ever have it 'mulled';—it may be very well to 'mull' poor sour wine. It may be an excuseable way of getting rid of it to disguise its bad qualities with sugar, cloves, or such like stuff. I must, however, protest against such good old port being 'mulled,' and made sour and nasty as that I drank at dinner, it was an abominable waste. The 'Governor' might talk learnedly, and tell us that 'Mull' is derived from a Gaelic word, meaning a flat narrow piece of land, corresponding in form and position to what we call a peninsula; and that it has no reference to the waters surrounding it, but he may tell that to the marines!—some bare-legged Highlander must have been gulling, or mulling him with his Gaelic lore, let them believe it who may."

We had a pleasant run to Oban, and were present at the Argyllshire regatta, which came off in July, not that we intended to enter for any of the races, although, as our skipper said, our chance of being amongst the foremost would be tolerably safe ; and, with half a gale, our carrying off a prize was not beyond the bounds of probability. We were not, however, persuaded to deviate from our resolve, to limit our yachting to pleasure sailing, and an occasional cruise, until one possess a racing yacht, deeming it as simply ridiculous for the owner of a yacht built specially for cruising to contest in a race with yachts, built expressly for racing. It would be as inconsistent as to enter a roadster for the cup at Newmarket. In horse racing, there are entries for various classes of horses, as well as for those of different ages ; but in yacht racing the ten-year old has often to compete with the one, or the two-year old having all the advantages of modern improvements. Why should not there be races for two-year olds exclusive ; and others for aged yachts as well ? A yacht owner does not like to have the short comings of his yacht made patent to all the world, or at least, that portion of it which takes an interest in yachting, by such unequal contest.

We dropped anchor in that part of Oban bay which we, from previous experience, knew to be good holding ground, which we were enabled to select, being amongst the early arrivals. From our position we had a good view of all vessels entering the bay, and a fine opportunity of watching their movements. It was curious to observe the confidence with which strangers made their way to the anchorage they selected in which they were guided by seeing others riding at anchor. They concluded that there would be no necessity to take soundings so near to vessels already snug. The yacht was boldly brought up and the anchor let go. Their astonishment was great when they found the chain running out to an apparently endless length, and on taking soundings found there were twenty-five fathoms. They were not aware that the bay is very deep, and very steep near to the shore. It was intended to have given a sketch of the regatta, and of the locality, but the writer of the account of the "Royal Northern Yacht Club regatta" in *Hunt's Yachting Magazine*, issued in October, having described it so truthfully, and so cleverly, has rendered it a work of supererogation.

There was a fight on shore in the evening, after the rowing and sailing matches by country boats came off, arising it is supposed

out of jealousy, and bad feeling of the competing parties, which at one time threatened to become a serious affair. Several yacht sailors, who happened to be ashore, had near chances of being seriously injured in the *mélée*,—women having rushed into the midst of it, and, with blind fury began to floor everybody they did not recognize as their personal friends. One yacht sailor declared he had three assailants upon him at one time, and narrowly escaped being "scragged" as he called it. This was not on the programme, but was, no doubt, resulting from a too liberal conversion of regatta winnings into whiskey, without which, nothing can be begun or concluded, amongst Highlanders in particular, and Scotchmen in general. Several, it was said, were severely injured in the affray. There still exists a remnant of clanship in the Highlands, and when whiskey is freely obtainable it is freely drank, and clanism becomes rampant. There may have been something of it evoked on that occasion.

We remained some days cruising about the lochs and sounds in the locality of Oban, whilst waiting for friends, who, it was arranged, were to join the yacht. On their arrival, early in August, weather beautifully fine, we left Oban with the intention of visiting places in Skye, and elsewhere, not yet explored by our party. We passed the night at Tobermorey, and left the following day for Loch Scavaig, which place we revisited in order to give a young artist friend opportunity to sketch the wild scenery of that loch, and Loch Corruisken. Nothing could exceed the beauty of the weather, and we remained there several days, sketching and amusing ourselves. Fish were abundant, and our table was supplied, daily, with salmon.

The continuous fine weather, induced many tourists to visit those wild lochs, which they approached by way of Torrens, and by Camasunary, in boats. The solitude of the place was invaded by, at least, three parties, in the course of the day,—consisting in all of not less than twenty persons, amongst whom were several ladies: after a few hours stay, they departed, some to return to the places where they had embarked; others, more enterprizing, and hardy pedestrians, to cross over the mountains to Glen Slichigan. Some Highlanders who had brought a party from Torrens came alongside the yacht, and begged of the crew to supply them with food; for which they expressed themselves willing to pay. They were supplied with such refreshments as could be spared gratis, for which they appeared to be very grateful.

The skipper himself being a Highlander, interrogated them in Gaelic as to their reasons for being in want of food, when they informed him, that the tourists having come on board at Torrens unprovided with food for themselves, or the boatmen—which they expected had been provided—and were consequently much exhausted. It is quite probable that these were the same boatmen, as those referred to in letters to the "*Times*," by a party of tourists, who brought serious charges against them for attempted extortion, and misconduct, but which was probably the result of misunderstanding arising out of thoughtlessness on the part of the tourists, in not having first made proper enquiries as to the nature of the excursion; and that they had only themselves to blame for the sufferings they described, as having had to endure from hunger and fatigue. The wonder is that they ever reached their destination—which it is likely they would not, had they been overtaken with bad weather. The poor Highlanders were probably tired with rowing a heavy boat a distance of about five miles, being about half way across, and ceased to row, expecting to receive refreshments; which, not being given, they may have complained, and, in imperfect English, informed the tourists, that as they had not provided for them food for refreshment, they considered themselves entitled to receive an equivalent in money, and, their doing so, might have been interpreted to imply a threat, that if they did not receive an additional fee they would go no further.

No doubt there are Cockney tourists who imagine that châlets, auberges,—and even first class hotels may be met with on the mountains of the highlands,—same as in Switzerland, on the summit of the Rhigi-berg, which is however a serious mistake, and it behoves every tourist who may make the attempt to explore them—to provide himself against all contingencies, and to obtain reliable information, as to the practicability of his doing that which none but a hardy Highlander may be physically capable of performing. It is quite true that the Highlander's demands for remuneration are sometimes excessive; but it must be remembered that he has seldom the chance of fingering the siller; that he is often very poor, and has an idea that all tourists are very rich. Some give foolishly, which emboldens him to endeavour to obtain payment for his services at the same rate, in all cases. The writer, who has had considerable experience with that class of Highlander, has always found him obliging and civil, when considerately treated.

Whilst at anchor in Loch Scavaig, the skipper and two hands were dispatched, in the yacht's boat, to the Island of Soa, it being our wish, if practicable, to visit it, and to place in the hands of the schoolmaster there, some tracts and other matters, committed to our charge by a benevolent friend, for distribution, as well also, to ask his assistance in procuring a pilot to take us into Loch Bracadaill. On their return we learned that the schoolmaster was absent, having gone to Loch Snizort. They, however, ascertained that there is a tolerably safe anchorage on the north side of the island in ordinary weather. We did not visit it, nor did we procure a pilot, preferring to trust to our charts, and information we already possessed, rather than to a pilot without recommendation, as they often pretend to know more than they ought, and are the means of getting vessels into mischief. It is told of an Irish pilot, who, when asked, was he sure he was taking the vessel in its right course, which appeared doubtful, replied, "Faith, and is it not I that knows every rock and shoal, within a hundred miles of this?"—just as he had finished his speech bump went the vessel upon a rock, on which he coolly added,—"and that's one of them, yer honor!" There are too many like him.

Having favorable winds, daylight, and long days, we were enabled to make out our course, without a pilot we had determined in case we found, on reaching Loch Ainncart, that we might not be able to make Loch Bracadaill, whilst it was daylight, we would run into it for the night. Our progress having been favorable, on arriving there we proceeded: wind falling off as evening came on, we did not reach our anchorage at Loch Bracadaill, until late at night, and could with difficulty distinguish the landmarks, which would otherwise have served as guides for navigating the loch. On entering which we had considerable trouble, there being more than one opening, but by the aid of our charts we made out the right one. The rocky Islands of Wia and Oronsa, seen in the haze of evening, were a perfect illusion, resembling, very strikingly, ruins of castles,—and the imagination was excited in an extraordinary manner; even when approached the illusion remained. As we neared the head of the loch, at the entrance of Loch Earport, we perceived a large schooner yacht at anchor, and close by which we dropped anchor.

We left Loch Bracadaill for Dunvegan, at early part of the morning. As we passed the scene of our evening's adventure, we found

the objects which we had conceived to be ruins, to have still, a decided resemblance, when seen from various points of view. As we left the loch behind us, the rocks known as "McLeod's Maidens" came in view, and certainly, they have a ridiculous resemblance to the fair sex got up in crinoline, when viewed a few miles away. The elder, to the right hand side, seems to be standing; the other two as seated, and attentively looking up to their big sister, who appears to be addressing them. The morning being fine, and all favorable, we were enabled to hug the land, and passed the ladies at a few hundred yards distance. We then saw, that they were pinnacles left standing after the softer surrounding rock had been washed away by the lashing of the sea. They are similar in character to the Storr Rocks, or the Quairang at the north side of the island, and have been no doubt produced by a similar cause—excepting that the result has been brought about by rain instead of sea water. They stand out from the island probably one hundred yards—there is no shore,—the rocks, being more than mast high, and perpendicular. Dunvegan loch is situate due north from "The Maidens" several miles distant, with mountains some fifteen hundred feet above the sea, intervening,—yet strange to say, Sir Walter Scott in his letters on demonology, when describing the view from Dunvegan Castle, speaks of having seen " McLeod's Maidens" from it! How he could have fallen into the mistake is difficult to say;—he might just as well have said he saw Ailsa Craig. After proceeding a few miles on our course, a short sail from Neist Point, our attention was called by one of the hands to a signal flag on shore, and on looking with the telescope in that direction perceived a considerable number of men upon the rocks, whom we concluded were wrecked sailors. A boat was launched and two hands sent along with it, with instructions to go along shore and enquire, but not to attempt anything if such were the case, but return for further instructions. If they were natives, they were told that they might bring one away, to act as pilot, if well acquainted with Loch Dunvegan.

Tides here run exceedingly strong, and they had considerable difficulty in making the point on which the men were congregated. When near enough to speak, one of the boat's crew addressed them in Gælic, and ascertained that they were natives who were fishing from the rocks, and had put up the flag as a signal to what, they thought, might be a schooner, which called occasionally, and pur-

chased their catchings of fish. They brought away with them one of the fishermen, who offered himself as pilot, and competent to take us into the bay at Dunvegan, with which we found him quite familiar. On the passage, the skipper's Gaelic became useful again—for without it we might as well have had a dumb pilot on board. Through the skipper's interpretation, we learned that his companions on the rock were engaged fishing for sethe and lithe, which he informed us were very abundant, and some were very large. In answer to our enquiries he explained to us that their mode of fishing was this:—the lines were a considerable length, and baited with a fly, or white feather; at a certain distance from the hook a float was attached, and so contrived that the rush of the tide would act upon it and cause it to run out, seawards, after the manner of Otter fishing, the difference being simply that the tidal stream obviated the necessity of the fisherman moving it, by walking along the shore, which would be an impossibility on that coast,—in fact there were not many yards of rock on which they could descend near enough to the sea to exercise their calling—for many miles. He informed us there were about twenty men so engaged where we saw them, and that they lived some four miles inland, at a small isolated village or clachan—the inhabitants of which depended entirely on fishing for support, by which he told us they obtained a precarious, and often very scanty subsistence. Our pilot was said to be a superior specimen of the lot, and if so, they must be living in a state of semi-barbarism.

Weather continued favorable, first "Meal-a-beg Head" came in view; shortly afterwards we rounded Dunvegan Head,—a wild looking promontory,—much exposed, as was all the coast we had passed, and, on which, many disastrous wrecks occur, during the dark and stormy season. The open part of Loch Dunvegan is easy and safe to navigate, but the aid of a pilot is required in order to proceed into the inner loch without danger. A short sail brought us round a small island, when Dunvegan castle came suddenly into view: the effect of which was almost startling, after our recent visit to Loch Scavaig and Loch Bracadail, and the wild scenery we had just passed: the day was beautiful, and the scene fairy-like to us. We dropped anchor in front of the castle in about six fathoms, the anchorage offering perfect security in all weathers. We had not been long at anchor when a party from the castle came alongside, and courteously invited us to visit it, and to walk in the pleasure grounds,

informing us at same time that the proprietor, The McLeod, was absent. Their visit was followed by a basket of fruit and vegetables. On his return, the following day, he waited upon us, and politely invited our party to partake of the hospitalities of the castle. He wore the costume of his clan, of which he is Chief, which became him admirably. His affability, polished manners, gentlemanly bearing, and *savoir faire*, bespoke at once his superiority, and worthiness to be at the head of one of the most ancient families in the kingdom. The castle, which is the oldest in Scotland, still in habitable condition, is situated on a precipitous rock, overlooking a small loch immediately under its walls, a ridge of rocks separating it from the larger loch, thereby forming a small natural harbour ; but of insufficient depth for any but small vessels. The castle appears to have been enlarged at various periods, and the general features of it, greatly improved. It is very picturesque as it now is, but to the fastidious in architecture may be open to unfavorable criticism. That part which fronts to the loch, can, however, scarcely be regarded as the principal façade, and from every other point may be seen to greater advantage. The approach by land is at the easterly end, presenting by far the most interesting view of it. A stream passes close under the walls at the east end; over the stream is a bridge leading to the principal entrance, which is placed in that portion which is evidently, the most ancient of the castle. On the side fronting the loch there is what was once a court yard ; it is now a flower garden, and is bounded by a wall containing embrasures, but in which no guns are mounted : out of the court, is an ancient entrance, formerly approached by a flight of steps cut out of the rock. At one time there was a moat round the castle, which could be flooded by the stream just referred to.

We were most courteously, and kindly received by the Chief when we visited the castle, he himself acting the part of cicerone ; the apartments possess nothing particularly striking, but are highly suggestive of homely comfort ; one of the principal features of which is the recesses formed at each window, by the immense thickness of the walls. In one of them the Chief informed us, a party of twelve persons had dined,—not that there was room enough for comfort,—it was just to test the possibility of such a number being entertained in it at a pinch. In the walls are also secret recesses, which on pressure being applied at the right places spring open, and form safe

places for concealment, in case of surprise. There are also dungeons formed in the walls, into one of which one of our party entered without a light, and found the darkness quite bewildering, and the atmosphere by no means agreeable or refreshing. Amongst the curiosities of the castle is a remarkable drinking cup, on which is an inscription bearing date A.D. 993 ; it is made of wood, curiously wrought and embossed with silver, and capable of containing about three pints English measure, out of which it is said, each successive heir, in former times, on coming of age, was expected, when celebrating that occasion, to drink a bumper of wine. There is, also, a fairy-flag preserved, which tradition says, once possessed extraordinary properties ; when unfurled, in battle, the McLeods were invariably triumphant : when spread across the nuptial bed, it ensured fertility ; and when elevated on the tower of the castle to bring an abundance of herrings into the surrounding lochs. It is to be feared, however, it may have lost in efficacy, herrings having been far from abundant there for some time past.

The view from the tower is extensive and beautiful. Contiguous to the castle is a flower garden, quite an oasis in the desert, to us, after having been several weeks without seeing any but the wild flowers on the rocks or the moor. In close proximity to the garden is a picturesque waterfall, known as Rorie Morh's Nurse, from the circumstance that the great Chief of Dunvegan was accustomed to sleep in a chamber of the castle, a short distance from it, in order that the monotonous sound of the falling waters might promote sleep.

A fair quantity of fish were caught over the yacht's sides, and we purchased lobsters and other fish, very cheaply from the natives who brought them alongside. Our great difficulty was to procure fresh mutton, which is the only flesh meat obtainable in such places. We enquired from a fisherman, if he could help us to obtain a supply, when he promised to try : on the following morning he came alongside the yacht, accompanied by a Highlander, who brought a full grown sheep—alive ! for which he expected to receive seventeen shillings and sixpence ; but which we declined to purchase, not having a butcher on board, nor any place convertible into a slaughter house. Not requiring more than half the carcase if he were willing to sell that portion, which he was not, we did not come to terms, and he took it back, evidently disappointed. Eggs were brought us in abundance, at fivepence per dozen, and on one occasion we purchased

chickens of large growth at fivepence each, and a couple of young ducks were offered at the same time, at same price per head: finding we were disinclined to purchase, the old lady who offered them came down lower and lower in her price, until at last, she got down to threepence halfpenny each; and did not leave the yacht until assured through our skipper, who acted as interpreter, that we would not accept them as a gift, as we could not conveniently accommodate them and keep them in condition until required.

Our stock of bread having been some days previously exhausted, and having heard that a baker had settled at Dunvegan we went on shore to seek him: we found his place closed, and he absent. Whilst trying his door, we were accosted by a full-fledged Highlander in kilts, who courteously offered his assistance in seeking him. In the evening he brought him alongside the yacht, in a boat laden with every variety of bread produced in his bakery, from which we selected an ample supply.

Learning that our friend in need was the Laird of Loch Bay, he was invited, and accepted our invitation to come on board. He remained and partook of a "stiff" tea, and we passed a pleasant evening together. His kind services in hunting up the baker were gratefully acknowledged—to which he gallantly replied—that having heard there was a lady on board that was a sufficient inducement to do what he had—and he could not have done less. He informed us that he was the "pursuer" referred to in the newspapers of the day in a case which was designated as "A Romantic Law affair in the Highlands"—involving a claim for a considerable amount of money, which ought to have been inherited by his deceased wife, some years ago, but of which he and she had been unfairly, if not dishonestly, kept in ignorance. He looks forward with confidence to the recovery of the principal sum, with accumulation of interest, and if successful his income will be greatly augmented, when he purposed to gratify his ambition to become a yacht-owner. He promised us a Highland welcome if we would visit Loch Bay on leaving Dunvegan. Circumstances did not, however, permit of our accepting the invitation, having been several days detained, waiting for letters, the arrival of which had been delayed by curious postal arrangements, which it may be useful to yachtsmen cruising in the locality to notice.

We expected letters at Oban and at Tobermory in Island of Mull, and when leaving those places, we ordered them to be forwarded to

Kyle Akin in Skye,—thence to Dunvegan; but to our surprise, we learned on applying there, that they would require to be returned from the post-office at Oban, and Tobermory, to Glasgow, from which place they would be re-despatched to the Isle of Skye by land, in mail carts; consequently we had to wait several days for them. Many of our English letters when they reached us were more than a fortnight old, bearing numerous post-marks, and so many redirections that there was scarcely room for another, with several additional postage charges on each.

(*To be continued.*)

REMARKS ON YACHTING.

SIR.—On receiving the last number of the *Magazine* I was much pleased to find that another pen had been at work commenting on the doings of our marine racers, during the past year; and in the hope of inducing the writer to continue his remarks, and others to follow his example, I will, with your permission, say a few words on those points in my former letters to which he alludes, and in some of which he has a little misconstrued my meaning. What I intended to convey by saying that I “anticipated the result of the match between the Thought and Torpid,” was not that I was sure the Torpid would win, which as I had never seen her, I could not possibly predict; but that when I heard of the match being made, I was full certain that Mr. Seddon could and would do what he undertook, viz. build a vessel of the same nominal tonnage to beat the Thought the best of three races; and the reasons for that opinion are pretty plain to every one. I was much interested by the description given, by your correspondent, of the Torpid, and can quite believe he is right in his idea, that if the match had been sailed the second day round the island in the heavy sea, the Thought would have had a better chance, while I fully agree in what he says about large spars and heavily laden vessels. I have however, seen and admired the Torpid’s model, and know what clear eyes and brains were employed about her, and altho’ endorsing the favourable opinion he has formed of the Thought’s performances, I should be sorry to back her against the Torpid throughout the regatta days next year, as I am certain the Torpid will always be found a rattling fast vessel, and one hard to beat; and suspect she will be about A 1._o of her class; altho’ I should not like to stand either Thought or Torpid for much money

against Fife's Kilmeny, especially in a dead turn to windward, and suspect the old Secret or Phantom would give them both enough to do, if as well handled. I trust we shall see a good match between these boats in the course of the year which will be quite as interesting as any amongst the larger class.

As to the start made by the Mosquito at Dublin, far be it from me to detract from the merit of the dear old Lady, I know well her quickness as a starter, and how instantly at the flash of the gun she is on her legs, and away ; and no one will say more for her in this important qualification of a racer than Tim Walker himself, who as he went out that day right under the Volante's nose, said to me "where would the *Aeolus* be now?" and as that ship is now out of the racing world, and it is no harm to speak of her failings, it may be observed how wretchedly slow she always was in getting away. Do what her skipper would she never could be got to go quickly off her spring, a defect which lost her some races, and in such a crowded start as at the Mersey or Kingstown would have placed her under the lee of every vessel in the race and ruined her chance; a bad quality which she shares with the Audex, which never will move until the rest are well away, though in her case, the reason for it is more apparent. In these day's of large entries, close competition and much talent on board all of the racers, a quick starter has as great an advantage as in a scurry over the T.Y.C., a fact well shown when the Thought in 1861, took the lead of all the large cutters and was never caught from start to finish; but handling is also necessary, and the Mosquito certainly got it that day to perfection. What "*A Yachtsman*" says about the Phryne is the "truth, the whole truth, and nothing but the truth," and unless the Astarte can be got to go along better than she did last year Mr. Seddon will win but few cups, especially with the heavy dead weight in the shape of time allowance which she has to carry. I do, however, expect that he will get much more speed out of her than he did, especially if his gear can be made to stand the strain which it did not well last year, but for all that I should pin my faith on the Phryne.

As to Ocean matches, or rather races from port to port, they are chiefly useful in inducing a fleet of yachts when bound from one regatta to another, to start at the same time; but when "*A Yachtsman*" says that they are no amusement to any one, he forgets the owners and their friends on board the contending craft, or those yachts accompanying them, to whom during the daylight the competition is an endless source of interest which deepens into quite a painful excitement when, after a hard night's work on board a well placed racer, the first blush of morn-

ing discloses a white sail a few miles either to windward or leeward which, by degrees, is made out to be a dreaded rival, who has given you the slip in the night, (or happier chance,) has evidently put her foot in it by a slant of wind, set of tide, &c., which has quietly placed her well under your lee. I saw many of these races with an old friend of mine, and excellent yachtsman, (now alas no more,) who not having a clipper vessel used to slip quietly away about an hour or so before the race started, when jogging along we used to watch them coming down to us, and as a stern chase is usually a long chase, the lead we had taken enabled us to keep the body of the fleet well in sight for the whole of the day, and to derive a vast deal of amusement and excitement from the race: while, as to the owner and crew on board, does the writer think there was no excitement in the Phryne, or Volante, when these two rivals crossed from the Mersey to Kingstown last year, and came in within five minutes of each other? On the other hand whether such races, especially in the rough waters of the Irish Channel, pay the owners of heavily sparred racing craft for the wear and tear of their gear during a 36 or 40 hour driving under a press of canvas, in such a sea as was met with in the Phosphorus's year, or last year when the racers started from the Mersey, is quite another question; and this is the rock on which in my humble opinion such races would split if got up merely as a sweepstakes as "*A Yachtsman*" proposes, without some little nucleus in the shape of a cup or plate, like those so handsomely given by the Royal Mersey Yacht Club, and which is a most legitimate employment of the regatta funds. If something extra be not given "Le jeu ne vent pas la chandelle," and I fear owners contemplating the state of sails, gear, &c., and hearing their skipper say,—“We must shift that, sir, or have a new this, sir;” will be inclined, like the gentleman, who was persuaded to begin his breakfast with a huge bowl of porridge to say, “It was all very well but not worth the room it took up.”

Such matches were first got up by the plucky and go-ahead veterans of the Royal Cork Club with, I suspect, a lurking idea of showing the owners and admirers of the new school of fast clippers that in the open sea, and a long race, the fine old bruisers of the deep could out-carry and out-live them; if so, the result of their experiment must have much disappointed them, as the winners of the ocean matches in 1861-2-3, were the Sibyl, Osprey, and Phosphorus, all amongst the sharpest and successful clippers of the day; and this, be it observed, especially in 1863, in real down right hard weather and heavy seas. These races were to be sure all dead beats to windward, and occupied too much

time and were too severe to be popular either with owners, skippers, or crews; but the run from Cowes to Cherbourg in 1858, won by Ursuline; and that from Ryde to Cherbourg in 1863, won by Galatea, were glorious sights to yachtsmen. Such matches suit best in smooth water, and those got up by the Royal Thames and Royal London from Gravesend to Harwich, seem from the account to be most successful.

I do not quite agree with "*A Yachtsman*" as to the meagreness of the prizes offered to the smaller classes in St. George's Channel, as I think they have always been fairly considered; but the classification is another matter, and one which much wants some uniform system and revision, and I cannot but think that at regattas which last two days a system of penalizing the winners on the first day by extra time on the second, might be introduced with advantage.

On the question of Shifting Ballast I am bound by solemn covenant to write no more; enough has surely been written and said on the subject, but at the risk of breaking my vow, and of going over old ground again, I will remark that the arguments of "*A Yachtsman*" are as usual entirely against the law itself, and directly in favour of the course which I advocate, viz:—"Not to allow any yacht racing to have *shot bags* (which are after all the only practical source of evil) *on board at all*," and you may then rest quite sure that such bags are not trimmed, either with the consent of the owner, or behind his back by the skipper and crew.

Hoping to have more letters to answer from the pen of so friendly and able a critic, and from the hosts of yachtsmen, right well able, if not too lazy to discuss them, and other yachting subjects,

I am, yours, &c.,

January, 16th.

RED WITH WHITE MALTESE CROSS.

SIR.—In your October number "*Red with White Maltese Cross*," remarks that the old vessels have this year shown to the fore again, and I cannot help thinking with your Liverpool correspondent that it is in a great measure owing to the form of the midship section being bolder. In modern times too much importance seems to be given to length and depth, and not sufficient beam to make a vessel lively and buoyant in a deep heavy sea such as is met with in channel regattas. Plunging heavily in the sea instead of riding over it, and a body of water continually on deck up to the skylights, must stop a vessel's way as well as strain both hull and rigging; Mosquito and Volante are both beamy vessels compared to some of their modern sisters, and the Vindex

the most extraordinary vessel of her times, has great beam, works to windward, runs remarkably fast, is very lively and dry on deck, I agree with him in considering the Phryne the fastest cutter afloat, and feel confident that the Arrow would have no chance with her going the round of the coast regattas, but cannot look on the Astarte as a disappointment. When I saw her dry she gave myself and friends who saw her the idea of a fine bold vessel, but all agreed that she was not to be named with the Phryne, and the vessel has shewn her inferiority, for far from coming in first and losing by time, she has often been led by much smaller vessels, having sailed thirteen matches, out of which she came in first only five times, and won three, while the Phryne started nine times, came in first six, and won four, and taking into consideration the narrowness of the channels in most of our regattas, strong tides, and consequently short tacks required, it would seem that 60 tons is almost the largest size a racing cutter should be built.

The remarks in your last on Shifting Ballast and Ocean Races are hardly fair. As to shifting ballast, the first year the regulations against it were enforced by some of the clubs, and the result caused many more to join, and I think with the exception of the "eccentric" Victoria, they have been universally adopted; and all yachtsmen I have spoken to on the subject, altho' perhaps not approving of the system, agree that there had been fair play last year. I have also taken the opinion of skippers, men, and extra hands, whom I have always found full of complaints and ready to name vessels which they imagine shifted at other regattas; but last season they seemed satisfied that the system was working well, yet most of them wished a hand transferred; this, however, if a member of a yacht club is to be on board is too insulting, and I doubt also if the extra hand in the excitement of the race might not forget the interest of his master. Yachtowners should not complain of the committee boat calling alongside after the race. An owner may sign the declaration with the utmost good faith and wish that it may be carried out, but may be during the race on too good terms with the weather-back-stay to see what is going on below, or he may not be able or willing to sail himself in the match, and place a young inexperienced member on board, who may under the influence of excitement, and perhaps being a little fresh, give way to the importunities of the crew who are always ready to point out other competing vessels that they are sure are shifting.

In the second place your correspondent rather sneers at Ocean races: as for his assertion that "a flag officer starts the vessels probably at 7 a.m.," with the exception of two races on the Thames, all last year were

started in reasonable time, and the entries are the best proof of the interest taken in them by yachtnowners. Thames to Harwich started before 6 a.m., there were twenty-seven entries, and the race gave so much satisfaction that the match from Gravesend to Ryde, tho' got up on the spur of the moment, brought nine starters. This was started at 11h. 30m. a.m.

Mersey to Kingstown	started	1 45 p.m.	17 entries.
Rosherville to Harwich	"	4 25 a.m.	11 "
Ryde to Torquay	"	9 0 a.m.	18 "
Torquay to Plymouth	"	about 4 0 p.m.	15 "
Plymouth to Dartmouth	"	11 0 a.m.	10 "
Dartmouth to Ryde	"	8 0 a.m.	

So much for "*Yachtsman*." Whatever the public elsewhere thought of these Ocean races, in Liverpool the match created the greatest interest, and was considered a great addition to the regatta. As the fleet progressed telegrams were sent from the stations on the coast to the Exchange Rooms, where the accounts were hourly looked for anxiously, giving the relative positions of the yachts as they passed each headland, and the information sent on to the clubs at Kingstown.

Far from debarring yachtsmen from seeing the match, and improving their practical knowledge, an Ocean race gives them an opportunity of not only seeing but lending a helping hand, for all the competing yachts want a few extra hands that can pull a rope, and the accompanying cruisers and steam yachts take large numbers of friends to see the fun. These matches also make a connecting link between regattas, and cause a bond of union between clubs.

Yours, &c.,

January 18th.

BILL SAUNDERS.

SIR.—Following the example of "*A Yachtsman*," allow me space to make a few remarks on some subjects touched upon in his letter in your January Magazine. While agreeing with him generally in his ideas respecting the Torpid, Thought, Mosquito, and Phryne, I must differ very emphatically from him on the subject of Ocean matches, which he thinks so much waste of money, but which I am glad to see increasing in number and popularity, and consider by far the best style of races for trying what a yacht really is, as opposed to what are commonly designated "sailing machines." I arrive at a different conclusion from him also as to the times of start and arrival of these matches. For instance, the first class Liverpool Ocean race was started on Monday at

1h. 45m. p.m., the winner arriving at 12h. 10m. p.m. next day; and the second class started 4 o'clock on Tuesday, the winner being timed at 12h. 13m. 55m. on Wednesday: thus permitting both the starts and arrivals to be witnessed by those who took an interest in the events.

The Royal Thames and Royal London matches were started certainly at a very early hour, but both arrived in very good time at their destination; the first vessel in of the former being timed at 3h. 6m. 17s. p.m., and of the latter at 3h. 44m. 26s. In the Ocean matches of the Royal Victoria only one of the starts took place before 7h. 50m. a.m., and the latest of the first arrivals was at 9h. 5m. p.m.

Even although it were the case that in such matches the yachts started at 7 a.m., and arrived at their destination from 2 to 6 next morning, this would be a very small argument against them, as yacht racing has been established and is kept up, not so much for the amusement of spectators; but, as the rule of almost every club has it, for the encouragement of yacht building and improvement of models of yachts, and vessels generally. I consider if there were more Ocean races and Corinthian matches, (the latter of which appear now to have died a natural death, more shame to the really *yachting* clubs,) an impulse would be given to the cause of yacht racing, the benefit of which it would be impossible to over estimate.

Your correspondent's remarks on the subject of prizes for small yachts are worthy of all praise, for it seems rather strange and scarcely just, that while vessels of between 50 and 60 tons have £100 prizes offered to them for competition, and sometimes two at the same regatta; second class yachts of from 30 to 40 tons have to be content with only one of the value of £30 or £40 at some regattas, and at others no prize for their class at all.

As to the Shifting Ballast question, "*Red with White Maltese Cross*," is the first who has alluded to the subject, considerably attributing to "*Seaweed*" the probability of the doubt that it was in use. No case came under my own observation last season in which I could say that trimming appeared to be going on. I have heard doubts expressed on the subject; but as "*Red with White Maltese Cross*," is the peculiar champion of the *no shot bag system*, I shall leave him to fight his own battles.

Yours, &c.,

January 19th.

BLUE PETER.

SIR.—I have noticed the comments of "*A Yachtsman*" in your last number on the advocacy of Ocean matches: he also disapproves of them

it seems to me because they do not afford sufficient sport for onlookers, but I have always thought that the chief object of a yacht race was not for the amusement of spectators, but the discovery of the best form of vessel to give speed and seaworthiness. Now, I maintain that this can be got at far better by a trial in an open sea way, in what is called an Ocean match, than by a race on the comparatively smooth waters of Sea Reach or the Solent. It does not follow that because our two Ocean matches out of the Thames have been started at the unnaturally early hours of 5h. 20m. and 4h. a.m. that such should always be the case, in fact, as we all know the Ocean match from Gravesend to Ryde was started at 11 a.m. or somewhere thereabouts, and even the early start from the Lower Hope at 5h. 20m. a.m. did not deter some, whom I really call true lovers of yachting, from accompanying the match on board the Queen of the Thames.

With regard to the last part of his argument, "that many a yachtsman who is anxious to improve himself by seeing a well sailed match has lost the opportunity." I think a man may spend his lifetime in seeing matches sailed from on board a steamer, and then know nothing about it. I know such was the case with myself; for some years I had seen almost all matches on the Thames in that way: I thought I knew a great deal about it, but when I sailed my first match on board one of the competing yachts I soon found out my mistake, and that I knew little or nothing. Depend upon it one match sailed in a yacht will teach a man far more than years of watching from a steamer.

As this letter has already extended beyond the limits I set for it, I will not touch on the question of Shifting Ballast, as I had intended, but will conclude with the hope that "*A Yachtsman*" will take all my remarks in good part as they are meant; and that the pages of your excellent Magazine may be enlivened by similar friendly discussions during the winter months.

Yours, &c.,

January 25th.

WHITE WITH RED MALTESE CROSS.

THE COCKNEY, OR, A YACHTING CRUISE ON THE WEST COAST OF IRELAND.

BY S. N. TRENCH.

"LET go," sung out the skipper of our craft, and we swung swiftly round on a spring mooring from our buoy in Waterford Harbour, and glided gracefully and smoothly from the shelter of the land, past the little village and Basin of Dunmore to the musical sound of a brisk northerly wind. "Sheet in," is now the word, as having cleared Dunmore we sight Helvick Head in the distance ; the order is promptly obeyed and the ropes all belayed and coiled : we throw ourselves on deck to bask in the cheerful rays of a May sun, pleasantly tempered by the enlivening cool and fresh north wind. Though it is blowing fresh the water is calm for it is an off shore wind; and having nothing to do, nor any immediate prospect of such, we proceed to make ourselves comfortable according to our various tastes, one lights his cigar and sits looking out at the far horizon, at present teeming with hake fishing boats, some with red or barked sails, some with tarred and some with new white ones—meditatively the while embracing his knees—this is Mr. John Rogerson, the younger son of a wealthy Baronet : he is handsome, dark, pale, and dreamy looking, eminently agreeable in society, though rather sarcastic, inclined to despise the world in general, and particularly that part of her Majesty's dominions known as Hibernia.

Another having placed a pile of curled hair cushions in all sorts of possible, and impossible positions, at last hits upon the combination, and stretches himself upon them : he then produces one of Marryat's novels, and opening it at the required place, turns his head from the sun and is quickly in oblivion.

This is a gentleman of whom nobody knows anything, but that he has lately come from Australia with untold wealth, purchased a large estate in the county Waterford, and settled down as next door neighbour to the owner of the yacht, with whom he is a prime favorite.

He is the soul of mirth and jollity, treats the world like a huge practical joke, wakes laughing, laughs through the day, and has been heard to laugh so heartily in his sleep as to awaken the whole household ; his haw! haw! has a spirit of infection in it which to his companions, however morose or dismal, is perfectly irresistible ; and yet notwithstanding this outward show of almost thoughtless drollery, he is thoroughly

sound at heart, charitable to a fault, if indeed any amount of charity can be said to constitute such; affable, courteous, and tolerant to all, especially to his newly acquired, but poor benighted tenantry, whom under a cloak of careless joviality, he argues out of many superstitious prejudices of their credulous belief. He is short, fat, and very fair, is the life, and soul of the party, and answers to the name of James Robinson.

No. 3, takes the helm from the sailor who is steering, though for fear of accident the "salt" declines going forward to join the group of his companions, who are gathered in a knot near the mast, discussing with great animation some maritime subject of apparently absorbing interest; no, Jack knows better than that, he distrusts northerly winds blowing off shore, believes they have a tendency to be squally, and has seen rather unpleasant consequences result from amateurs; under such circumstances assume the conduct of affairs: he, therefore, quietly subsides into a reclining position as near as possible to the helm, and respectfully answers the numerous questions with which the helmsman, from time to time plies him, as new scenery is constantly appearing. This helmsman *pro tem* is a Londoner on a visit, his first to Ireland: he considers himself the best seaman on board, having had some practice in fresh water sailing on the Thames: he is sandy, thin, and tall, and dressed in blue cloth, with an immense proportion of brass, or gilt, anchor buttons; he shares with Mr. Rogerson his opinions of Ireland, and the Irish; this is, however, about their only point of coincidence. His name is Cocks, and he stands upon as lofty a pinnacle of self esteem as any one with whom it has been my fortune to associate.

The next, fourth, and last guest on board is your humble servant the writer, who reclining among the ample folds of a balloon jib, is quietly inditing the opening chapter of this chronicle, in a large pocket note book, with an indelible pencil, his name as you will see by looking at the title page is Trenche, and he is acting in the capacity of honorary pilot, being well acquainted with the coast.

But where is the owner of this beautiful craft, let us in search of him descend the cabin staircase, and enter the main saloon, and the gentlemanly looking person who is seated at the table, conning over charts, maps, and pilot books, let me introduce to you as Purcell O'Donovan, Esq., of Rinco Castle, in the county of Waterford, and present of the yacht Norah, 59 tons, o.m.

Our owner,—which let me inform the reader is afloat, the correct expression,—is a splendid specimen of the race of Old Irish Gentlemen, his age is below 45, he is an old bachelor, or rather an elderly one,

'hospitable' and generous; a really good kinsman, friend, acquaintance, and landlord is Purcell O'Donovan; and, moreover, the representative of a junior branch of one of the oldest, Old Irish families. It was his yearly custom to take a cruise of more or less duration, according to the will and pleasure of that yachtsman's tyrant—the weather; and this year he proposed to make a circuit of the Irish Coast.

I however had only three weeks of my leave of absence to run, and therefore was to take leave at a comparatively early part of the cruise.

CHAPTER II.

I have now, together with my friends and craft, the honour of being personally introduced to the reader, and will direct attention to the very pretty and varying scenery that we are quietly passing: first after rounding Dunmore Head we see the picturesque little hamlet of Ballymacaw, shining resplendently through dint of whitewash in the bright sunlight. Then Brownstown Head with its three tall towers, and now the bay, and the pretty fashionable little watering place of Tramore is seen: the high background capped with a beautiful gothic chapel, a pretty country church of the same architecture, and a nondescript looking boarding-school. Whilst the beach exhibits a forest of bathing boxes, white and yellow. Next the metal man, warning all mariners by his outstretched hand to avoid this dangerous bay, where the Sea Horse and 300 of our bravest men were lost on their homeward voyage, after surviving the dangers of the Peninsular War. The wind freshens, and we haul down our gaff-topsail as we pass Annestown, and descry its ruined castle in the distance.

The coast now becomes rather uninteresting, the villages and towns being a good way inland, so we pass almost unnoticed, Dungarvan, with its harbour replete with sandbanks; Mine Head, Ardmore Bay, Youghal Harbour, and Ballycotton. Though the sun is now below the horizon, and the steward with all the pathos of heartfelt anguish, beseeches us to descend to the dinner, which he avers another moment will ruin, we are, though in a state of semi-starvation, unwilling to lose our first opportunity of seeing Cork Harbour, and therefore unanimously carry a vote of adjournment, and as the wind begins to die away, and the stars to glimmer on the unclouded sky, we are carried rapidly by a whistling tide into Cork Harbour. It is now too dark to see anything but the lights displayed by the vessels before, behind, and on each side of us; and our skipper being somewhat alarmed by our numerous escapes of collision with the large corn vessels lying at anchor in the harbour, gave the order—"Haul down foresail and jib!" and then plunge goes

the anchor, rattle goes the chain, and hastily down go we, take our seats round the inviting dinner table, and grace having been said, apply our undivided energies to the demolition of the repast. The meal passed in comparative silence, for unusual as it is on board yachts none of us had lunched. O'Donovan because he never did so, it being he said a bad preparation for dinner. Mr. Cocks said, "as for himself he coincided in these views, and as for others who were inclined to be sea sick; which of course he never was, it would be just the thing to facilitate such a calamity." Mr. Robinson has been so engrossed in the "*Red Rover*," that very much contrary to his usual custom he forgot all about it. Mr. Rogerson admires the scenery so much at first, and felt so upset afterwards, that he did not consider it necessary; and I being of a social disposition, seeing no move made in the matter, made none myself.

Dinner was now ended, dessert, wine, and punch, were produced, Messrs. O'Donovan and Robinson patronizing the latter, while the rest attacked the claret with a zeal worthy of a better cause. Conversation began to flow freely,—the weather, the yacht clubs in Cork, the regatta, the regatta ball, deep-sea fishing, and the ruins in the west of Ireland, were in succession discussed;—decanters moved slower and slower, and finally Mr. Robinson proposed a song, no one being found equal to the task, he himself was requested to favor the company with the "*Death of Nelson*," which it was well known was the only musical performance he excelled in; after a short pause he rose, and having, operatically speaking, delivered his song with much expresion, took his chair amidst loud applause. When it had at last subsided, he after favorably alluding to their gross flattery, as he termed it, said,—"*Gentlemen, knowing that our honored host does not sing, I call upon him for what he is well able to give us—a yarn!*"

"Well, really," said O'Donovan, "the most of you, gentlemen, have heard all the yarns of which I am master; but I will narrate a second-hand one, which I heard from one of my men."

O'DONOVAN'S STORY.

Not so long ago, nor as much as a hundred miles from Plymouth, lived a worthy merchant of the name of Brown. Now, Brown was rich, Brown had a taste for the water, therefore, what so natural as that Brown should buy a yacht,—Brown bought a yacht, and a very handsome and fast boat she was. Well, he had great club sailing all the summer, and on the list of yachts to run for a fifty pound cup, stood the name of Marcella, Brown's boat; at the helm stood Brown himself, firm as our keel, erect as our mast, and rigged like a port Admiral.

The gun was fired, the yachts started, Brown took the lead, and maintained his position during the race, until as he was close to the flag-boat, with a smart antagonist under his quarter, he heard the words "Lee helm!" given behind him.

"They're going about yer honor," said one of his own men, "if we did the same we would be likely to weather the flag-boat, if we don't at any rate they will not."

"Oh! nonsense!" said Brown, "*we'll keep our reach* a little longer, and make sure."

The proceedings were of course anxiously watched from the club quay, and it became apparent to every one, that if Brown did not at once come about, he would lose the race: he at last puts down the helm, but while he is still in stays, his antagonist weathers the flag-boat; the gun is fired, and greatly to Brown's disgust, he only saves his fifty shilling stakes.

But, poor Brown, the worst has yet to be told,—after a long club dinner, during which he bore with exemplary fortitude the numerous condolences of his friends, accompanied by many an inuendo at his want of practical seamanship, he at last got on his homeward way, but, alas! he had scarcely turned the corner, when he heard voices all round him echoing the hated words "Brown's holding his reach!" Brown's holding his reach!" This detestable motto, was borne from mouth to mouth of the ragged urchins all along his homeward path, and at last worried almost to death he reached home, but not to sleep. "Brown's holding his reach!" haunted him, drove sleep from his eyes, rung in his ears, appeared interwoven with the patter of the carpet, and in fiery characters through the bars of the grate: day, however, at last partially alleviated his sufferings, and after an attempt to eat his breakfast, Brown sallied forth, dispirited and depressed, to his usual place of business. Perceiving none of his persecutors of the previous day his spirits began to rise, and being overtaken by some of his commercial friends, he strolled with them into town, and turning the corner of a street met face to face a large bevy of the self-same imps, who had so plagued him the previous day, headed by a ragged atrocity of manner so undaunted, that into Brown's very face he shouted—"Brown's holding his reach!" Now Brown was human nature, and could he stand this? not he!—with one fell twirl of his heavy gold headed cane, he levelled the wretch, and then heroically planting it upon his chest, poked, lunged, and belaboured the miscreant, till he shouted in a voice heard all the way down the street,—"Brown's About!"

None of us had heard O'Donovan's story before, and therefore appreciated it as it deserved. Although it was now nearly eleven o'clock O'Donovan would insist upon his right to call for another. "Trenche can tell us one if he likes I know," said he, "and I hereby formally call upon him;" and although I insisted, that I should infallibly fall asleep in the narration, yet the screw was put upon me, and I was obliged to accede.

MY OWN STORY.

The year before last, I commenced, I was at the regatta here, I brought my own boat round,—a hooker yacht of about 30 tons, but so ugly, that I was ashamed to bring her very near the quay: she was however very comfortable, and a good sea boat. Having just then got my appointment, I determined to sell her, and accordingly hauled up the broom, and dismissed my crew, with the exception of one who I kept to look after the boat, his name was John Driscoll. John indeed was a sort of Jack of all trades, he was a good hand, a fair cook, had a knowledge of gardening, and was a steady hand in the box, he was keen, shrewd, and imitative, very honest, and had a most exalted opinion of his master, himself and his boat.

The regatta was a good one, and in the evening there were to be fireworks on the Club-quay. A friend of mine who had a large yacht off the quay, came aboard, and asked me to go down with him, to see the fun in the evening, he was to call for me in his boat, and to bring me back, and John was to be left alone. When he heard of this arrangement, he besought me at any rate to let him have a shot out of the cannon during the fireworks, and willing to humour him, I put a heavy charge into the piece, a good large one, and told him to fire it against the hill, that it might make a good report, to be sure and secure it well and not to fire until the band had done playing the last air. With these injunctions off I went, and forgot John and his cannon, in watching the tourbouillons, water serpents, and blue-lights; the yachts fired, the club quay guns fired, and the men-of-war fired, and finally the band struck up with great emphasis, "God save the Queen". Of course there was an entire cessation of fireworks and firing, during this, when suddenly during the stoppage of the great drum, a loud report was heard apparently close to the quay. "The dolt," "the ass," "the idiot." "Who was it," cried twenty angry voices at once, their owners ears having been particularly outraged, being on the *qui vive* to catch the low music. "One of those rotten gunboats", suggested a 21st., less refined and more irate than the others.

In fact all but myself were profoundly ignorant of the true cause, I knew well it was John, who not having any particularly correct idea of music, thought that on the stoppage of the drum, the rest of what was coming was good for nothing. However, all was now over, and I got the boat to take me back. There was John looking quite radiant and heroic, in his own esteem.

"Well, sir, I did it, didn't I?"

"Indeed, John, it made a fine report."

"Ah! sir, the likes of it was never heard in Queenstown before; but, (confidentially) faix it had like to go overboard from me, for I forgot to tie it, it was hanging over the side from me, when I took hoult of it."

Poor John, he never knew of the musical error into which his partiality for the drum led him, nor does he to this day.

CHAPTER III.

It was very late when I had finished,—we all retired to rest; and those who were able to withstand the unmusical cadence of Robinson's gong-sounding snore,—slept.

The sun was high next day, 'ere we appeared one by one on deck, to behold most of us for the first time the noble harbour of Cork. We had run up early in the morning opposite the club-house, and were now surrounded by the beautiful fleet of the Royal Cork Yacht Club. The wind was westerly, and we purposed staying here until it should shift to some other point, we cared not what. It was Thursday, the club-sailing day, and most of the yachts were getting their sails uncovered, in preparation for the start at eleven o'clock.

The breakfast bell now called us below, and we met our host at the table: he proposed that we should go out with the fleet, as it was not likely we would be there on another Thursday, and not land until after our return; the idea was approved of as a good one, so the order was sent up to the skipper to prepare for the start. We finished our repast amidst much tumult, getting a 59 tonner underway not being unaccompanied with noise, and on ascending found our anchor just atrip with the jib aback. Several yachts had passed us out, and a bevy of twelve or thirteen more were just nearing us, running down at a tremendous rate under balloon jibs and topsails, and just as they came abreast of us we began to gather way, and could for the next ten minutes have thrown a biscuit into almost any of them. As we rounded the Spit the wind freshened, and made the smaller craft actually reel under the weight of canvas, while the largest of them kept their lee scuppers pretty moist, and the creaking, almost groaning, of a racer was distinctly

heard by us, at some fifty yards to leeward. We had now got between the forts, shifted our balloon sails, and were standing close-hauled out to sea. Mr. Cocks now requested the helmsman, who up to the present was myself, to resign in his favour. It was a dead beat out to the Sovereign Island off Kinsale, the yachts were pretty widely separated, there was rather a heavy swell, as is generally the case with a westerly wind, and not much to see, so I descended for the purpose of getting a book, threw myself on the sofa and fell fast asleep. I was tired and slept long, for when I again went on deck we were on the homeward way; Cocks still stuck to the helm, the wind had increased to half a gale, and we were scudding before it with tack well up, peak drooped, and small jib: just as I elevated my head above the companion hatch, I heard a flap aloft, which I knew foreboded a jibe, so I ducked it again, and immediately over came the boom with the force of a thunderbolt, and snapped like a straw right in the centre. The ill-fated Cocks losing his presence of mind, in place of holding on his course put down his helm, and quickly brought us into the wind, the boom now came aboard again, flogging the deck, smashing the bulwarks, hatches, and every other frangible article it came in contact with, and finally, the sternmost portion of it hit poor Cocks so severely on the shins, as to cause him to loose his equilibrium, and tumble him headlong into the green Atlantic: fortunately we had not the least way on at the time, so Cocks rose where he sunk, exactly at our taffrail, and was hauled on board, the personification of misery by O'Donovan, myself, and a couple of the men. We now payed away, and got back to the Spit light without further accident. We at once sent up orders for a new boom, and being all more or less wet and disgusted, retired very shortly after a late dinner.

The next day we spent in "doing" Cork and its adjacent sights—Blarney Castle, those of Carrigrohane, Blackrock, and Father Mathew, or, as those in the vicinity call it,—"The Tailor's Tower," because it was built by one of the profession, to commemorate the life and death of the Temperance Apostle; the Cork Institute and Library; the Corn Market and the Queen's College, two most beautiful architectural ornaments to the city; and lastly the Government depôts at Spike Island and Haulbowline,—the one of convicts, the other of ammunition. Early on Saturday morning I came on deck, to rouse up the men, our new boom having arrived late the previous evening, was waiting for us on the quay. Southerly winds, but very light, prevailed, and I was anxious to get all ready, and take advantage of it; we sent a warp into the slip and hauled alongside, and just as we had taken our berth, a boat

containing some lime, came alongside of us in a great hurry to discharge her cargo, but on account of us could not get alongside the slip.

"Ahoy, aboard there," said one of the hands, "haul down a bit, we want to get in."

"Why thin, if ye do ye'll have to wait till we're done," said Mick Neal, one of O'Donovan's servants, who enjoyed the amusement intensely.

"O bother man!" rejoined the other, "if you don't give us room we'll land it right through your boat, and make a bridge of her."

"Why there now," said Mick, "that's a decent idea that came into your head this minute to land lime through a gentleman's boat.—Oh! thin but isn't it?"

"Oho my boy," said the lighterman, "how stiff you are here."

"Yera, why not?" said Mick, "to be sure we're stiff wherever we go."

Although nearly bursting with laughter at this dialogue, I knew by the tones that blows might follow words, so I endeavoured to control my risibility, called Mick, and told him to make the men haul down a bit. "Well, Mick," said I approvingly, "you gave him enough of it for this time at any rate."

"Oh! thin yer honor," said he, "I'd be a deal worse to him if I was dressed, but 'twas only this minute I rose." He went forward to execute my order, and I actually reeled with laughter down the companion ladder to tell the story below.

We at once got underway, and assisted by the beginning of an ebb tide, passed Roberts Head at 10 a.m. Under our balloon sails we crept ahead at 3 or 4 miles an hour, and with the tide slipped along the land pretty quickly, the launch in the sea was heavy, and we tumbled about a good deal, so much so indeed that Messrs. Rogerson and Cocks soon sought a more recumbent position than the deck easily permitted, by going below; Cocks loudly declaring that his seeking his berth was solely occasioned by some potted salmon, or other fish, which he consumed at breakfast, and this we all of course believed, not for a moment thinking that such a salt as Cocks said he was, could be inconvenienced by the motion of the yacht. Robinson and myself were left on deck with the sailors; the owner and skipper being below discussing some point of navigation. Robinson was smoking, I writing, or pretending to write, for I was in reality listening to the sailors conversation, which was borne down distinctly by the wind to me.

"A blessed lot of company, not a one put a hand to a sheet, or a halyard," said one.

"That London built one is a steady hand at a helm, at any rate, blest if he oughtn't to be shipped as second mate aboard the Flying Dutchman; my eyes if he wore ship as he did yesterday, in a gale of wind, he'd try her shrouds, though they say every one of them is a ghost;" said a second.

"Ah!" said a third, (the one from whom Cocks had taken the helm coming from Waterford,) "if you had been and heard the yarns he spun to me when he was steering on Wednesday,—the gales of wind he was through, how in a ten-ton boat he saw a man-of-war founder off the Nore, he lying-to snug. Another time when all the hands in a forty-tonner gave themselves up for lost, among the banks, and broke open the wine lockers, and got dead drunk; how he kept his rec'oning, and beat her up in a thick fog and half a gale of wind to Gravesend. Why bless, my 'art, this fine day he's in his berth as sick, the steward tells me, as a dog."

Robinson and I could here contain ourselves no longer, and burst into hearty laughter, which so discomposed the yarn spinners that they simultaneously scrambled down the forehatch, the narrator of Cocks' adventures alone faced us, for the purpose of begging us, which he did with the greatest fervency, not to repeat what we had heard, and extracted the desired pledge from us.

"Wilson," said I, "what is it going to do?"

"Well, sir, those banky clouds to the south'ard looks like rain, I'm afeard we're going to have some dirt, leastwise a puff of wind. I think, you'll soon have to go below."

"Oh! no fear of me," said I, "I like a puff of wind."

"Here's the same," said Robinson.

"Then I hope your honors have good coats," said Wilson, looking rather contemptuously at our light peajackets, and went forward.

O'Donovan and the skipper soon emerged from below, and seeing the haze to seaward rapidly approaching, all hands were called up to shorten canvas, in the balloon sails came, down with a reef in the main-sail, and out small jib; the boat is well secured, and here we wait for it, off the old head of Kinsale. Robinson invited me now to go below, chaff Cocks, and have something to eat, so down we went to Cocks' berth. "Hallo Cocks, old boy, how do?" commenced Robinson, "Ah," gasped Cocks, "that rascally salmon," "Oh! fie, Mr. Cocks, I assure you the fish deserves no such severe epithet, I ate a fair supply and took to it immensely, perhaps this unpleasant long roll has upset you; however it is coming on bad now, and the motion will soon be more lively, could you not try and come up on deck, we will soon want all

hands, and Wilson tells me that though that untoward accident happened to you on Thursday, he believes you are a first-rate seaman."

"Coming on bad," repeated Cocks, "lively motion, go on deck, good hand, ah, perhaps right." Here poor Cocks essayed to carry the theory into practice, but was moved by so many internal emotions, more physical than otherwise, that he had to request us to get a basin, and I being somewhat afraid of infection, left him to the semi-parental care of Robinson, and went into the next compartment to pay Rogerson a visit; poor fellow he was lying on his back as white as a sheet, looking almost like a corpse, he opened his eyes as I came in. "Anything I can do for you?" I enquired. "Thank you, nothing is any good for this sort of thing, it is incurable I believe." "Did you try brandy?" "No!" "Oh," said I, "you had better, it may have a good effect. Steward, half a glass of brandy." "Aye, sir." It was quickly poured out and the steward was carrying it through Cocks' cabin, when the first puff of the approaching breeze struck us, laying the boat nearly on her beam ends. The poor steward lost his footing and was precipitated right on Cocks, dashing brandy and glass in his face. "Hallo, you wretch," roared Cocks, (forgetful for the moment of his indisposition,) and stung to madness by the irritating liquid in his nostrils, and eyelids, "What way is this to treat a ——;" when another heavy lurch banged poor Cocks' head heavily against the bulkhead, which so effectually tamed the wrath of the unfortunate man, that he lay down again without another word. I had to get Rogerson's brandy myself, the steward's wits having taken their departure from the combined associations, of the shock, and Cocks' fierce wrath, and terrific cast of countenance. It much revived him, and he requested me to use my influence with O'Donovan to put into Kinsale, Glendore, or any other practicable port. On my way out, however, I was waylaid by Robinson, who was partaking of a hearty lunch, and insisted on my countenancing him. In spite of the pitching which was now very heavy, we managed to stow away a pretty considerable amount of spiced beef, salmon, biscuit, and claret, though any of these refreshments declined remaining on the table: we then got into our oilskins, and made our appearance on deck. Here affairs were looking rather serious, we were under double reefed mainsail, and small jib, and in the moaning puffs of rain, and wind, lay very well down to it, and it was so thick that we could not see twice our length on any side, therefore all hopes of putting into Kinsale, or elsewhere were futile, more particularly as they had (not expecting it to be so thick,) omitted to take the bearing of Kinsale Head.

"Well, Trenche, what now?" said O'Donovan, "even you who know

the place well, cannot make out Kinsale, what shall we do?" "You had better heave-to, after making a good stretch out," I replied, "for fear it should blow any harder;" "Oh, sir," said the skipper "this will only last for the tide; I think we had better hold on our westerly course, Skull is the first place we want to put into, and by the time we are off the Cape it will be time enough to heave-to if it remains as it is." The skipper carried the day, and we held on our course and truly made short work of it, in four hours we had run by our reckoning thirty-eight miles and were we considered off Cape Clear, just at low water. Just as we were stretching out to sea the mist rose and disclosed Gascanane Sound to the N.E. of us, about two miles distant, but our bearing was scarcely taken, it thickened in again, however the weather was getting worse each hour, so we risked it and ran for the sound, and in twelve or fifteen minutes were running through, the wind, right astern, and the flood tide which strange to say runs strong out was against us; the result of these two opposing forces was of course a frightfully heavy, high, short, breaking sea; sometimes our whole bowsprit and six feet of the fore deck were under water, and one white crested wave came in so far over our stern, as to throw down our helmsman, and very nearly whip him overboard; this sort of work was however not of long duration, we when through were almost in smooth water. Now and again, in a lull Cocks' loud groaning could be heard from the foot of the companion ladder, where he had thrown himself in order to be out of hearing of Rogerson's complaints, as they being of a painfully suggestive character, made him desirous of keeping the mode of exit clear should the vessel in one of her deep plunges omit to rise again.

"Now, Trenche," said O'Donovan' "you are the man, steer due N.N.W., and it will carry you between the Calves, and into Skull."

"I can give you no other assistance,' said I, "we can hardly see the bowsprit end, so it entirely depends on the helmsman to keep the course."

"All right, give Wilson a course and I'll warrant he'll keep it." On we sped for some ten minutes longer, at a rate of twelve knots an hour. "Keep a sharp look out for land," cried I, "and have the best anchor ready." "Captain, come here and steady this binnacle, it got knocked about by a loose spar," shouted Wilson. At this moment we ran with terrific force upon a sunken rock, the sea breaking heavily upon and all around us. "Quick," shouted O'Donovan, "get out the boat, we will be beat to pieces here in three minutes; get those unfortunate fellows up from the cabin." Quickly the boat was got over, and by almost superhuman exertions prevented from being stove in, whilst we all scrambled a board, and, by a most marvellous Providence got out from our poor craft, and the broken water.

"Ah!" said O'Donovan, "there is one of the best, and fastest, boats ever built, gone to Davy Jones to be food for fishes; here this moment, gone the next, the end of us all."

"May the first cigar I smoke choke me, if ever I of my own free will put a foot into a boat again, after this day," vowed Cocks, who was now sufficiently recovered to deplore the loss of his jewel case which had been on board; and a surf running in knocked him down as we beached our boat in East Calf Island.

A TWIN-SCREW STEAM VESSEL.

ON the 25th ult., a trial took place upon the Thames of a small steam vessel, in which numerous modern improvements have been embodied, and which is, on that account, an extremely interesting specimen of modern shipbuilding—the more interesting, in some respects, because of the smallness of the boat in which these improvements have been successfully carried out. The novel steamer, which is but 42ft. long and 9ft. broad, has been built and fitted complete with double-screw engines, for Lord Alfred Paget, M.P., Commodore of the Royal Thames Yacht Club, by Mr. Charles Lungley, shipbuilder and marine engineer, of Deptford-green, and now director of the Millwall Ironworks. She is built wholly of the best description of Bessemer steel, only 3-16ths of an inch in thickness, manufactured by Messrs. John Brown and Co., of the Atlas Works, Sheffield. This steel is in itself a marvel of manufacturing art, being found not only of extraordinary strength for its thickness, but also entirely free from the worst defect of ordinary steel;—viz., want of uniformity in its strength and closeness of texture.

The double-screw engines of this boat are equally remarkable, not only on account of the perfection with which they have been made, but also because they have been constructed on the condensing principle, unlike all other fast-running steam engines of so small a class. The use of condensers in this instance was viewed with much doubt by many well-informed persons, but as the noble owner of the vessel required her principally for use in shooting wild fowl, for which the noise of the escape of high pressure steam would have been objectionable, and as Mr. Lungley was confident that condensers might be satisfactorily used, the experiment has been made and has proved perfectly successful. The trials carried out showed that a speed exceeding eight knots, without the aid of tide, has been attained in this vessel, the success of which will no doubt excite great interest among yachtsmen and others, and may at the same time assist the Board of Admiralty in their endeavours to secure light and effective twin-screw steam engines for the launches and pinnaces of Her Majesty's ships.

THE CRUISE OF THE EVA SCHOONER.*

MR. KAVANAGH commences with a graphic description of the preparations taken to insure the certainty of providing the necessary articles required on a sporting voyage. All being safe on board the canvas was given to the breeze, and they shaped their course from "dear ould Ireland," and in less than nine days were safely riding in Gibraltar roads. After "doing" the rock they started in rather a fresh breeze, and next made Almeira bay which is described as being formed by Cape De Gatte, "and runs out a good distance to the southward, and although a very open one is by no means bad shelter in an easterly wind."

Not being able to land without pratique, they again started, and soon after encountered heavy squalls, with rain and lightning, which during the run towards the Island of Sardinia is thus described by the author; the most fearful portion having occurred in his watch:—

"I was called at 4h. a.m., found the aneroid down to 29·2, four-tenths in four hours. On deck it looked as dark as the grave. I asked the skipper what sort of a watch he had, 'Nothing bad sir,'—so it was all to come; I saw he did not fancy the aspect of affairs much more than myself, and that he had the vessel merely dodging along under a close-reefed mainsail and standing jib; about half-past four it came; even in the inky darkness I could distinguish a heavy slate coloured curtain coming down upon us, slowly but surely—"haul up the standing jib sheet!"—and upon our devoted heads it burst with all its force, crushing the little vessel down, as if some giant hand was laid upon her; the wind screeched through the rigging with deafening noise; the sea had been running high, but in a moment, as if by magic, it was flattened by the torrents of rain into a seething milky calm: and lastly came the most dangerous ingredient of that slate-coloured curtain, the lightning. I can see it now in its intense blue livid light, dazzling beyond endurance, as it seemed to burst over my head and fall into the belly of the mainsail: for more than a minute, (it seemed an hour), we were all struck totally blind: I myself believed I had seen the last light I ever should see. 'Be that you, Tommy,' I heard one of the chaps say, as he groped at his supposed companion, which turned out to be a brass gun. Another flash, however, soon convinced us that we still had the power of sight: flash followed flash in rapid succession, fork and chain lightning, each as brilliantly vivid as the first; but throughout the whole I only heard two claps of thunder: On our two topmast spindles burned the 'ignus fatuus' or 'composants' as sailors call them, that looked like two balls of fire stuck on tops of masts, and as they have the credit of only appearing in the very worst weather, they helped to add to the wildness of the scene. At daylight the rain ceased, at least it grew more like ordinary rain; but the wind and sea increased, so we put thetrysail on her, and remained hove-to all day."

Passing the Island of Sardinia they got into smooth water for a few hours, which was succeeded by a swell running higher and higher, top-

* Dublin:—Hodges, Smith & Co. London:—Simpkin, Marshall & Co.

ping and breaking as if it was blowing a whole gale; but on they went until after seven days battling with the elements, they gladly anchored in Palermo harbour. Here they remained four days, seeing all that was noteworthy in the town; and from thence they pursued their voyage to Naples, where they arrived in time to escape another contest with the fickle elements. After remaining here several days they again took the sea, and made for Corfu.

On arriving at the latter place our author and his friends began to get ready for the sporting compaign which they meditated at starting,—dogs were landed, guns, spears, fishing gear, &c., overhauled, and guides and beaters engaged.

As our limited space will not allow us to accompany them to the scenes of their exploits, we strongly urge our readers to obtain the work, which is truly deserving of their attention, as it is replete with lively descriptions of sport on the shores of Albania, and is a fund of useful information, whether treating of sea or land. It is profusely illustrated with excellent views of places visited, and also of groups of the natives.

Yachtsmen so seldom give their fellowmen the benefit of their cruises that when one does depart from that selfish tract, we cannot be too thankful for the boon, and Mr. Kavanagh deserves the best wishes of all true yachtsmen for his interesting work.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on January 7th, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., Vice President, in the chair. There were also present Captain Sir Edward Perrott, Bart., Admiral M'Hardy, Colonel Fitz Roy Clayton, W. H. Harton, Esq., Captain Eger-ton, R.N., John Griffiths, Esq., Captain Ward, R.N., Inspector of Life-boats to the Institution, and Richard Lewis, Esq., the Secretary.

The minutes of the previous meeting having been read, a reward of 25*l.* was voted to the crew of the Yarmouth (large) life-boat of the Institution, for going off on the night of the 7th December, and saving the crew of twelve men, from the Austrian brig Zornizza, of Lucine, which struck, and afterwards became a total wreck, on the Scroby Sands, during a strong wind from the S.S.W. The sea was terrific, and one of the beachmen's yawls, the Bravo, was damaged to such an extent that the crew all left her and got into the life-boat, fearing she would sink, till she was clear of the Scroby Sands.

Also 14*l.* to the crew of the Parsee life-boat, stationed at Palling, on the Norfolk coast, for going off in reply to signals of distress, and saving the crew of six men from the French schooner Idas, of Nantes, which was wrecked during a gale of wind opposite Palling Gap, about midnight on the

22nd ultimo. The poor shipwrecked foreigners were very much exhausted when brought ashore. The cost of this life-boat, together with a sum amounting in all to 2,000*l.* was munificently presented to the Institution, by Messrs. Cama and Co., Parsee merchants, of Bombay and London.

Voted also 7*l.* to the crew of the Penmon life-boat, for putting off and bringing ashore the crews of the smacks Pearl, and Speedwell, of Carnarvon, which were in distress near the Dutchman's Bank, Anglesey, during a heavy gale of wind on the 11th ult. The vessels fortunately held together during the night, and the next morning the crews were again put on board of them.

Also 8*l.* 10*s.* to the crew of the "Sisters," Memorial life-boat of the Institution at Llandudno, for going off and rescuing the flat Morning Star and her crew of three men from a very perilous position near the Little Orme's Head, during a strong wind on the 7th ult.

Also 45*l.* 18*s.* to pay the expenses of the life-boats of the Institution at Caister, Pakefield, Filey, Tynemouth, and Kircudbright, for different services on occasions of wrecks. It was also reported that the Pakefield life-boat had gone off during a strong gale of wind, and had assisted, in conjunction with a steam-tug, to save the barque Jenny Lemelia, of Quebec, and her crew of nine men from destruction. It was stated that the Cape of Good Hope life-boat, stationed at Port Elizabeth, had been instrumental in saving a shipwrecked crew during a heavy gale of wind in October last. This life-boat was built in London about four years ago by the Messrs. Forrest, under the superintendence of the Institution.

The silver medal of the Institution and a copy of its vote on parchment, were presented to Mr. Andrew Lusk, farmer, near Kircudbright; and 6*l.* to his five servants, in admiration of their noble conduct in wading into the surf at considerable risk of life, and attempting to rescue the schooner Havelock's crew, of Preston, who, however, unhappily perished. One of the salvors named M'Quin, with a rope in his hand, plunged into the sea and reached a rock, caught a line thrown from the wreck, and was in the act of making it fast when a fierce wave came upon him and swept him, alas! away. He has left a widow and several children. The Institution voted 10*l.* in aid of the local subscription now making for their relief.

A reward of 10*l.* was also voted to the crews of the smack Breeze and a dredge-boat, both of Tenby, for their gallant services in going off during a heavy gale of wind and saving the crews; consisting of twelve men, from the brig Union, of Milford, and the schooner Sydney Trader, of Cork, which were wrecked in Caldy Roads, off Tenby, on the 18th November last.

A reward of 6*l.* was also voted to the crew of a fishing coble for pulling off and rescuing the crew of four men from the schooner Euphemia, of Aberdeen, which was wrecked during a heavy gale of wind near Fife Ness. The crew of the coble pulled off gallantly, at the imminent peril of their lives, to rescue the shipwrecked crew, who had abandoned all hope of being saved. In returning to shore the coble struck heavily on a rock, and it was thought all had perished. They, however, succeeded in reaching the land in safety, the coble having sustained considerable damage in the service.

Various other rewards were also granted to the crews of fishing-boats and others for either saving or attempting to save life, from different wrecks on the coasts of the United Kingdom.

The committee expressed their deep regret at the lamented death of A. W. Jaffray, Esq., vice-president, of St. Mildred's Court, who had given the cost of four life-boats to the Institution, and who was a munificent contributor to its funds.

It was reported that two life-boats, built under the superintendence of the Institution, had been sent to the life-boat Institutions in South Holland and Marseilles.

The Governor of New Zealand, in a letter to the Institution, of the 7th of October, stated that the valuable instructions of the Institution for the restoration of the apparently drowned would be extensively circulated throughout that colony. It is probable that a French translation of these instructions will be circulated throughout the French navy and on the coast of France, on the solicitation of the Shipwreck and Humane Society at Boulogne.

Legacies of 400*l.* from the late Hon. Mrs. FitzRoy; 100*l.* from Mr. J. Merchant, of Guildford; and 19*l.* 19*s.* from Mr. C. King, of the National Debt Office, had recently been left to the Institution. Dr. Watson, of Derby, had sent to the Institution the cost of a life-boat promised by his late sister, Miss Watson, of that town, who had died intestate and somewhat suddenly.

During the past month the Institution had sent new life-boats to Piel, Lancashire, and to New Quay, Cardiganshire. The cost of the former boat had been collected by the commercial travellers, and that of the latter by the Ancient Order of Foresters. Life-boats were also ready to be forwarded to Poole, Dorset; Girvan, Ayrshire; and Tramore, county of Waterford. Messrs. Forrest, of Limehouse, had life-boats building for the Institution, the cost of which was between 2,000*l.* and 3,000*l.* The expense of a life-boat station was altogether 600*l.*, and 50*l.* a year was required to maintain it in a state of efficiency. New life-boats are ordered to be stationed at Sunderland, and Maryport, Cumberland.

Public meetings had recently been held at Manchester, Derby, and Henley to promote the object of the Institution, and some friends of it had suggested that the Volunteers throughout the country might contribute one penny per man, which, according to the Inspector-general, would produce a sufficient sum to buy a "Volunteer" life-boat.

Reports were read from the Inspector and the Assistant-Inspector of Life-boats to the Institution; on their recent visits to the life-boats of the Institution on the coasts of North Wales, Cornwall, and Devon. Everywhere they found the boats in excellent order and their crews perfectly satisfied with them. During the past year the life-boats of the Institution had on all occasions been manned by upwards of 6,000 persons, and 700 lives had been rescued from shipwrecks during the same period by its life-boat and fishing boats, for which services the Institution had granted rewards,

amounting altogether to 1,595*l.*, in addition to having expended during the past year nearly 20,000*l.* in life-boat establishments. The Institution has now one hundred and forty life-boat stations under its management—a noble fleet, reflecting as it does honour to the philanthropy of the age in which we live, and appealing strongly for continued support from the humane.

Payments, amounting to nearly 1,400*l.* were ordered to be made on various life-boat establishments.

The accounts of the Institution for the past year were ordered to be sent to Mr. Begbie, public accountant, Coleman-street, who has been its auditor for the past twelve years.

Cordial votes of thanks were given by the committee to Mr. Chapman, the able acting chairman of the Institution, and to Sir Edward Perrott, Bart., the zealous chairman of its preparatory committees. The committee also expressed their high appreciation of the ability and assiduity of the secretary and of the inspectors of life-boats of the Institution.

The proceedings then terminated.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—The quarterly general meeting of this club was held at the club-house, Albemarle Street, on Jan. 18th, (Lord Alfred Paget, presiding) and was numerously attended. The business commenced by confirming the minutes of the previous quarterly meeting in October; and the financial report for the half-year ending December 31st (which had been audited by Messrs. Hooper and Mills) showed a balance of £448, exclusive of funded investments of £5,750, and plate to the value of £437.

Then followed the report of the general committee from which was read the following extract, viz.:

"That the thanks of the committee be presented to Major James Thomson for the information supplied by him with reference to club premises, and for the great time and attention devoted by him to the subject."—It was further unanimously resolved:—"That Major Thomson be requested to state to the club the steps taken by the committee, and that the opinion of the club be taken whether they prefer to remain, as hitherto, 'tenants of furnished club premises,' or 'to obtain a club house of their own.'"

Major Thomson explained the proceedings of the committee with regard to club premises, and dilated upon the progress of the club in funds, members, yachts, the increase of tonnage, and amount of prizes given for the sailing matches during the past ten years, during eight of which the club has been located at the West End.

A long and animated discussion then took place, and resulted in the following resolution being carried on a division, by a large majority, viz.:—"That keeping in view the great aim and object of the Royal Thames Yacht Club, viz., the encouragement of yachting, and looking at the same time

to the rights of non-yachting members, it is essential to the best interests and welfare of the club that a permanent club-house should be maintained at the West End in the best position, and of the highest class compatible with the property and income of the club."

Consequent upon the above, it was unanimously resolved "That the question of club accommodation be referred back to the committee of management, with full power to enter into such provisional arrangement or agreement as they may deem most advantageous to the club, such arrangement being subject to the approval of a special general meeting to be called for the purpose."

The officers for the year were unanimously re-elected according to Rule VI. as follows, viz., Commodore Lord A. Paget, M. P.; Vice-Commodore, Right Hon. Lord de Ros; Cupbearer, Mr. Robert Cooke; Auditors, Messrs. W. L. Hooper, James Harvey, and Joseph Mills, (Mr. W. N. Rudge withdrawing in favour of Mr. Harvey's re-election); the trustees (the Commodore Lieut.-Col. J. Wilkinson, and Mr. Jas. Hutchons), and the secretary (Capt. P. C. S. Grant) retaining their offices according to the foregoing rule.

The following members were then appointed to act as the general committee of management for the ensuing year, viz. Messrs. H. W. Birch, A. Cox, John E. Cox, Capt. F. S. Clarkson, Geo. C. Dumergue, A. Duncan, Lieut.-Col. G. P. Evelyn, James Goodson, James Hutchons, John H. Johnson, T. Leach, J. D. Lee, J. C. Morice, H. C. Maudslay, C. Smart, H. F. Smith, C. Stokes, Charles R. Tatham, Major Jas. Thomson, A. O. Wilkinson, and Lieut.-Col. J. Wilkinson. Capt. Clarkson and Messrs. H. C. Maudslay and H. F. Smith being appointed in lieu of Capt. Lambert and Messrs. John Clark and Sydney Walker, who retire according to Rule IV.

The following yacht owners, amongst several candidates, were elected members at the termination of the ballot, viz. Mr. John Hay, of the screw steam schooner, Coora Lian, 300 tons; Mr. Jas. Wyllie, St. Ursula, schooner, 190 tons; Mr. A. C. Kennard, Christabel, cutter, 43 tons; Mr. A. Hughes, Charter Oak, cutter, 26 tons; and Mr. R. Kerrison, Wallace, cutter, 8 tons. The annual donation of £10 was unanimously voted to the Royal National Life-boat Institution, and a similar amount to the Shipwrecked Fishermen and Mariners' Royal Benevolent Society. The proceedings then closed. The club commences the new year with 950 members, and 270 yachts, with 14,200 tons.

Royal London Yacht Club.—The monthly meeting was held in January at the Club-house, Caledonian Hotel, and being of great importance, the members mustered in full force round the Commodore, A. Arcedeckne, Esq. The previous monthly minutes being confirmed the Treasurer brought forward the half-yearly report of the funds of the Club, prefacing it with the request of the vote of the club for two small items, in which they had exceeded their receipts. The first was the Ocean Match to Harwich, the total receipts for which were £75, and the expenditure, £86 6s. 11d., and for the

extra £11 6s. 11d., he asked their vote, explaining the cause of the loss to the club. The second item was the opening trip dinner at the Union Yacht Club House, the expenses of which were £47 14s. while the receipts were only £36 4s. 6d., showing a loss to the club of £11 9s. 6d. for which he also asked the vote of the club.

The first item was allowed, but the second met with some opposition; Mr. Phillips proposing "that in future no such increased expenditure should be permitted, as it was contrary to precedent and the principles upon which the club had been started." Mr. E. Crossley in seconding this said that all such matters should be self-supporting, as they had hitherto been, and any funds they had to spare should go to the encouragement of yachting. Some animated discussion ensued, and after an explanation that on this occasion the excess was unavoidable the motion was withdrawn.

The secretary then read the Balance Sheet, by which it appeared that the half-year's disbursement had been £581 14s. 3d., including £195 12s. laid out in plate for prizes, and the balance to be carried to the next account was £108, exclusive of £300 in the Three per Cent Consols.

The treasurer then observed that the balance on this occasion was much smaller than on the last, as they had been very liberal in their expenditure. It was always necessary in dealing with the funds of the Royal London Yacht Club to remember that they had not a large amount at their disposal. They had not an entrance fee of 20 guineas, and a proportionate subscription, and, therefore, he hoped that individual members, in moving certain sums for various things during the year, would consider the state of the exchequer. In a short time the special committee appointed by the club at the last meeting would place before the club the result of their deliberations [hear, hear]. For the present he had only to ask them to receive his account for the past half year.

Mr. Geo. Powell moved that the treasurer's report be received and adopted, and said he could not let the matter pass without at the same time moving a vote of thanks to Mr. Eagle, for the very excellent way in which he had kept their accounts for so many years. There was no man in the world, he believed, who dealt with club funds in a more cautious manner; no man who was more liberal with his own, and the best thanks of the club were due to him, because his very laborious services were rendered gratuitously.

Mr. Charlwood having seconded the motion, it was carried unanimously, and Mr. Eagle having replied,

Mr. Phillips said, as one of their auditors, he had prepared a statement of their income and expenditure during the past two years, to which he begged to call their serious attention. In 1863 he found the club had received £617, and spent £674, or £57 more than they had received, while in 1864 the receipts were £663, and expenditure £736, or £73 more than they had received, and if they went on at that rate he found that in five years they would exhaust the stock now in the funds, and be in debt. He did not make these remarks with any desire to find fault with the accounts, but simply in

order to draw their attention to a startling fact. He found, in addition, that the subscriptions during the past year had been £54 in excess of the previous year : they had spent £73 more than their income, and consequently they were really £127 to the bad. It was evident that something must be done to prevent the Club retrograding in this fashion. A committee was at present sitting for that purpose, and he saw no other course than the increase of the entrance fee and subscription, in order to save their vested capital [hear, hear.] Another heavy item on the wrong side was a loss of £86 on the matches, and he really thought if members would take a little more trouble to bring their friends that amount might be considerably reduced [hear].

Mr. Edwin Crossley, as Mr. Phillipps's fellow-auditor, perfectly agreed with the last part of his colleague's speech, and suggested a better mode for the sale of match tickets, which seemed to receive the approbation of all present.

The Vice Commodore observed that Mr. Phillipps, to whom they were much indebted, had clearly proved that the Royal London was greatly in advance of its income, and that much more had been required at their hands than the smallness of their subscription had warranted. He did not think, however, that they ought to regret this course because the honour and credit of the club had demanded it, for they must advance, and he had no doubt would 'ere long reap the benefit in the increased status of the club.

The Treasurer then proceeded to the business of the evening, and brought forward the motion of the sailing committee—"That in future matches of this club the prizes be only sailed for by vessels belonging to members of the club." He had, in the name of the sailing committee, already at two meetings, accounts of which had appeared in the newspapers, brought this matter under their notice while in an embryo state. He scarcely thought it necessary, therefore, to travel again over the same ground, and would simply remark that the motion now came before them as a matured measure which had received the fullest consideration at the hands of the sailing committee, who had asked him to bring it before the meeting. He need only add, that important as was the contemplated change, the sailing committee were unanimous in their opinion that it should be made, and that they were in a position to dictate somewhat to yachting men ; and therefore he left the matter in their hands, fully assured that it would receive their best attention. As a recommendation of the sailing committee it needed no seconder.

Mr. Farmer took objection to the last clause in Mr. Eagle's speech, and complained that by a skilful piece of diplomacy the treasurer had, in sheltering himself behind the sailing committee, carried the whole of that body with him, a proceeding which he deemed unfair to the general body of members, although in accordance, he believed, with the law. Without, however, going more into this matter, he would now proceed to do what he had risen with the intention of doing, viz. to oppose the recommendation of the sailing committee, and he must say that he thought such a move in these days was a move in the wrong

direction, and a return to the old system of protection [counter cries of hear, hear, and No, no.] In proposing any measure, he believed the generally recognised principle was, first, to consider what was to be gained by the measure, and he asked what the sailing committee could possibly gain by such an act of conservatism as that contemplated? Simply nothing. While on the other hand they would lose very much, inasmuch as no yacht not at present eligible could enter and contend for their prizes. They would shut out all the yachts that did not belong to this club, and which he need hardly tell them were very numerous, and return to the old system and old state of things. In furtherance of his views upon the subject, he would ask any old member what was the reason, six years ago, for making the law which they now sought to repeal? Simply because they could not get yachts to enter and make a match, and any one individual possessing a good yacht frightened away all other competitors [hear, hear.] In those days it was found to be a common occurrence for a member to come into that club room on the night for the closing of entries, and simply enter himself if there was any other good vessel against him, while, if there was not, he would enter his own yacht, and two others. One of the latter might possibly be at Cowes, the other at Yarmouth; they very seldom turned up, in fact, it was never intended by the member entering them that they should, and the consequence was that on the day of the match the individual in question walked over. It was to check this system of pot hunting and produce good matches that the new law was framed to throw open the prizes to the world; that was the only reason for making this law; it had worked uncommonly well, and he really could see no objection to it. Well, it was no use discussing this part of the subject; he would bring before them facts and figures, and these, he took it, must speak for themselves in very strong and forcible language. He was very sorry to interfere with the arrangements of so excellent a body as their sailing committee, for having served himself, he knew what their duties were; but when he heard it blazoned forth, as it had been that evening, that the club was increasing in numbers and respectability, he really must have a word to say. True, they were increasing in respectability, but as for numbers, let figures speak for themselves. Were they aware of the fact that from 1858 to 1864, during which time this law had been in use, there had been a decrease of non-yachting members to the number of 122—that they had fallen off, in other words, 28 per cent? Such, however, was the case, and now what were the facts with regard to yacht owners? Why they had increased during the same period at the rate of 16 per cent; how, therefore, could the sailing committee come forward and say that yacht owners had not supported them? He now came to the second table. This law had, he repeated, been in use six years, during which time they had or should have had eighteen matches. Outside yachtsmen, it was said, did them no good, but what were the facts? For these eighteen matches forty members of the club only had entered their vessels, giving two yachts and a fraction for every match, and supposing these forty had been spread all over the entries, they positively would not have had one match at all! it being necessary that three should enter and start in each race [hear, hear]. He found again that if they had limited their matches to members, instead of eighteen they would only have had nine races, viz., three third-class, four second-class, and two first-class matches. This was a startling fact, but a

fact it undoubtedly was. Then he came to the third paper, and here lay the real bug-bear, for the only objection to the law was that yachtsmen had come and taken their prizes, and then had not joined the club. He admitted that such conduct was not right and proper, but many causes might have deterred the gentlemen in question from joining the club? But how many had done this? One would think from what had been lately said that the majority of the prizes had been walked off by these outsiders, but out of these eighteen matches, only three prizes had gone to gentlemen who had not subsequently joined the club, and although the outside members had swelled the entry list and made good matches, still the other fifteen prizes had been carried away by members. After going into a detail of the yachts which had won these prizes, Mr. Farmer continued:—The club could not expect every yachtsman to join them, as it would cost a great deal to join all the metropolitan clubs; they could not drag gentlemen into the club whether they would or no, and, therefore, he thought this measure both suicidal and unjust. And this was to be done in the face of the fact that they were going to raise their subscription and entrance fee. He had now done; he had taken much trouble to prepare these papers, and had simply done his duty in laying them before the club. He thought they contained startling facts, and he really did hope that the meeting would pause before they rushed hastily into this system of protection. He, for one, subscribed his money to see yachting encouraged. He cared not whether a member or an outsider carried off their prizes, because he wished to see the best yacht in the world win. What were the principles upon which that club was founded? What was the object sought when they were established? Let them look at their first law for the answer—"The improvement of yacht building and the encouragement of yacht sailing." Were they doing these if they shut out the best yachts? He answered, "No;" and he hoped again that they would give this matter more consideration before they absolutely shut the door to all outsiders.

The Vice Commodore was of opinion that the funds subscribed by members of a club ought to be expended in the club, and, therefore, that their matches ought to be confined to members only. He thought a stimulus should be thrown out by the club to induce other gentlemen to come and sail for their prizes on one occasion during the year, because if the members were beaten by strangers they might be induced to build better vessels which should beat all comers [hear, hear]; but, as a general rule, he agreed with the sailing committee that their money should be given to yachtsmen belonging to the club. There should be proper emulation among the members of their own club in the matches generally, and then in an exceptional case they might admit others to sail in their races. With the permission of the treasurer, he would suggest, as an addition to the sailing committee's recommendation, that one match during the year should be open to all clubs. He had just conferred with their treasurer, and he suggested that the ocean match should be thrown open.

Dr. Stevens said, having listened to the remarks which had fallen from Mr. Farmer, he considered the facts he had brought forward carried great weight with them, and he should feel very much disposed to second any proposal against the sailing committee's recommendation. He wished to know what was the exact amount to be paid before entering that club; he believed it was two guineas, and, therefore, no very great matter.

The Vice Commodore replied it really was simply a question of two guineas, but with that question the gentlemen who had taken their prizes, had, he was sorry to say, been unable to deal.

Other gentlemen followed upon the same subject, but the matter did not seem to provoke that discussion which might have been anticipated, considering its importance to the yachting world, and the following amended resolution was, on the motion of the Vice Commodore, seconded by Mr. C. Oriel, carried by a majority of 27 to 1 :—“That in future matches of this club be only sailed for by vessels belonging to members of this club, excepting in the event of there being an ocean match, which may, in the discretion of the sailing committee, be open to be sailed for by members of any royal yacht club.” Only 28 gentlemen in the room voting.

Mr. Tress proposed and Mr. G. Powell seconded, the re-election of the worthy secretary, (Mr. T. Gregory,) on whom they paid a just eulogium, which the Commodore endorsed. This was unanimously carried.

Mr. Gregory observed that he felt much honoured at the kind and handsome manner in which he had been again elected to the post he had held so many years. He always felt very much gratified because he had endeavoured to promote their interests, and those of yachting in general, and should continue to do so long as they were pleased to re-elect him.

The Vice Commodore then read a letter from Dr. Francis Buckland, thanking the club for his election as an honorary member, after which

The Treasurer said that the sailing committee would shortly take under their notice the propriety of altering the law with regard to the re-election of officers and alteration of laws in March. The working of this law had lately been found inconvenient. The Royal Thames Yacht Club had made the contemplated change, and it was proposed that the Royal London should follow, and conduct the important business spoken of in January instead. He merely mentioned this now in order that they might be prepared to discuss the alteration at another time. He might also add that at the next meeting probably the special committee would bring forward their report on the propriety of increasing the entrance fee and subscription.

With this terminated the business, and the meeting was adjourned till February 20th.

In the course of the evening the following gentlemen were duly elected members of the club, viz :—Captain Bryon, and Messrs. P. J. Moseley, J. H. Gaskin, T. R. S. Temple, Surtees Smith, J. W. Noyes, Douglas Crawford, J. S. Langley, J. Hughes Kershaw, C. Vincent Boys, J. B. Lyon, and F. H. Godsell.

Ranelagh Yacht Club.—The monthly meeting of the above club was held on Wednesday, January 11th, at the Pier Hotel, Chelsea, Mr. Keene in the chair, faced by Mr. Boyd, and was very thinly attended. The minutes of the previous meeting having been read and confirmed, Mr. Lenthall, the treasurer, read the financial statement of the club funds for the past year, which had been duly audited, showing a large sum in the club's favour, independent of a cup in hand; and Mr. Lenthall stated that he had some pleasing intelligence to impart to the meeting, viz, that they were in a more prosperous condition than they had ever been before. The report was

unanimously adopted, and on the motion of Mr. G. Powell, seconded by Mr. Boyd, a vote of thanks was passed to Mr. Lenthall for his unremitting care and attention to the club, which that gentleman acknowledged. A vote of thanks was also passed to Mr. Royston, the hon. secretary. The annual ball was finally fixed to take place on February 7th, at the St. James's Hall. The following are the stewards for the occasion :—The flag officers, treasurer, cup bearer, and hon. secretary; Viscount Garvagh, and Messrs. J. Boyd, J. Brittaio, J. Child, G. W. Charlwood, and Guillaume, J. G. Harris, G. D. Lister, J. Mitchell, S. B. Oriel, F. Parsey, H. M. Rowell, A. R. Sidebottom, A. Thorn, A. Tyler, C. H. Wharton, and J. H. Wrentmore. The chairman, in adverting to the ball, regretted that he had not the pleasure of addressing a larger number of members than were present, and urged the necessity there was of every one exerting himself to produce the ball with *éclat*. He had much satisfaction in being able to state that he had never heard one single word breathed against the conduct or respectability of those who had assembled at their ball last year. It was looked upon as one large family party, and he (Mr. Keene) little doubted but that by their united efforts they should be equally successful as they had hitherto been.

Temple Yacht Club.—The first general meeting of the members of this club for the present year was held on Wednesday, January 4, at the club house, Essex Street, Strand. The whole of the officers were present, supported by a large number of members. After the ordinary routine business had been transacted the question of raising the annual subscription, which had been adjourned from last meeting night, was brought on, and after some discussion it was carried "That all members elected after March next pay an annual subscription of half a guinea."—Notice was given of proposition next meeting night to remove the club, as the accommodation at the present house is not adequate to the requirements of the club.—The annual statement of the financial and general position was presented, from which it appears that, although the club has expended more during the past season than in any previous year of its existence, a good working balance still remains in hand, the list of members exhibiting a great increase in numerical strength.—On the nomination of officers for the ensuing year, the commodore (Mr. Gardner) having declined re-election, Messrs. Hildersley and Antill were named for that office; Mr. Antill was likewise proposed for the office of Vice-Commodore, together with Mr. Beurle; for Rear-Commodore, Mr. Rose; Treasurer, Mr. Gardner; Hon. Sec., Mr. Moose. During the evening Messrs. Todhunter, Williams, and Keith were elected members, Messrs. Horner and Broadwood being proposed for election next meeting night.

Royal Eastern Yacht Club.—This club seems at last to be imbued with fresh life, and looks well for once more holding a position amongst their compeers. Several years have elapsed since a regatta was held by this club, but now we are promised one during the forthcoming season, and from the following excellent list of officers we may anticipate good prizes, which will most probably attract some of the clippers :—Commodore, The Duke of Buccleuch; Vice-Commodore, The Earl of Dalkeith; Rear-Commodore, The Earl of Dunmore;

Committee, The Hon. B. F. Primrose, Alexander Cockburn, Esq., J. A. Macrae, Esq., H. Rasmussen, Esq., J. H. Menzies, Esq., Captain D. Campbell, James Macknight, Esq., Richard Tennent, Esq., Richard Montgomery, Esq., Charles G. H. Kinnear, Esq., Captain Agnew, R.N., Captain Moncrieff; Hon. Secretaries, Sir George Home, Bart., and Archibald Young, Esq.; Hon. Treasurer, George Mackenzie, Esq.

The Albert Yacht Club.—This is being established at Southsea, where according to the circular issued, the want of a Yacht Club has been long acknowledged by the owners of yachts coming to the neighbourhood to fit out and refit, &c., a purpose for which the port is eminently adapted; it is to be conducted on the same principles as the Royal Yacht Clubs throughout the kingdom, and from the deep interest always evinced in this important seaport by His Royal Highness, the late lamented Prince Consort, the club is formed under the above title. It contains already a very numerous list of members amongst which there are several yacht owners. The entrance fee is to be Two Guineas, and the Southern Pier Hotel is the head-quarters.

Editor's Locker.

YACHT'S CREWS AND WAGES.

SIR.—Your correspondent "*A Subscriber about to build,*" cannot do better than study some of the earlier volumes of your *Magazine*, wherein he will find much of the information he seeks, relative to yachts crews and wages, I will however, give you the results of my own experience which may perhaps be of use to him. The expense of a yacht depends very much on the use you make of it. If you reside on the sea coast and use your vessel only for a day's sailing, now and then, on short cruises, you will not require a strong crew; nevertheless—the old rule of a man for every 10 tons will be as few as you can work the vessel with comfortably either in a cutter or a schooner. For more lengthened trips and where you really make a home of your vessel, it is all essential to your comfort to have a cook and steward in addition to the crew, this individual generally filling both offices in a yacht of 30 to 50 tons, but when you come to 80 or 100 tons, and upwards, he will require another hand as cook or assistant. For a long cruise also, your crew must be numerous enough to have "watch and watch," and for any yacht above 50 tons and up to 80 or so. Three in a watch is little enough—and my experience has shown me you cannot handle a schooner of the present day, with fewer hands than in a cutter of equal tonnage—indeed I think a schooner, with her large foresail, her two jibs and staysail is more troublesome to work than a cutter, especially in tacking, and this I think is obvious when you consider that a schooner has often seven sails, to cutters four.

Again, if you require your boat often, you ought to have your gig's crew of four hands at liberty, and yet leave strength enough on board, to look after the vessel when she is hove-to, or dodging about, till you return; both cook and steward in this case lending a hand when necessary. The captain of a first class yacht is almost always paid a yearly salary—varying from £100 to £120 per annum, and "found" in food and clothes (when afloat)—a good steward will get 25s. per week and also "found," or 30s. and find himself in food; the cook will require the same. The mate's wages will be 30s. per week, and the rest of the crew will expect 24 or 25s.—finding their own food. I always give my crew 21s. per week and 3s. per week "conduct money" to be paid at the end of the season, if not forfeited. Your own living on board will of course be the same, irrespective of the tonnage of the yacht and will depend on yourself, and after all you must live somewhere. On referring to my notes for last year, I find my yachting for a five months season, cost me as follows:—Fitting out, painting &c., 10s. per ton; Clothing for crew, 9s. per ton; Wages per month, 15s. per ton, in this item is included the captain's salary for the whole year; Sundry incidental expenses per month 2s. 6d. per ton, this includes the laying up for the winter, coals, rent of store, extra hands, pilotage, gratuities &c.; Cabin expenses, living, &c., cost me £12. per month, which covered the keep of captain, steward, and cook, and on an average, not less than three at the cabin table, and included beer and spirits, but not wine.

With a new vessel the fitting out would be ~~as~~ £, the first season, and as it is unnecessary to paint and decorate every year, the annual cost might be much less than I have estimated. Now I don't mean to say that a yacht *cannot* be kept at a less rate than I have here put down, and I dare say £1, per ton month, may be made to cover *all* expenses; but if you wish to do it comfortably and keep the yacht as she ought to be kept, in a proper style, you will find the above a pretty correct guide to your expenses. And now with regard to building or buying. A really good modern yacht of a year or two old will cost not less than £20 per ton, a new one from £25 to £30, per ton. An old vessel from £10 to £15, but then you can never calculate what it may cost you to put her in proper repair, when you come to fit out. Altogether, I should prefer a vessel a season old to a new one, *if I could get such a one*, as I consider a yacht is better worth having after her first season, than when just launched.

To the Editor of H.Y.M.

BEACON.

ROYAL LONDON YACHT CLUB MATCHES.

SIR.—I was much surprised to see from a report of the December meeting of the Royal London Yacht Club, that it was proposed in future to confine the matches of the Club to members only. Surely this is a step in the wrong direction. I have never raced in the Royal London Yacht Club's

matches, and probably never shall, but I should be very sorry to see any such illiberal rule passed, and hope that the members of the club will reject the proposal. Follow out the principle in all the clubs, and what would be the result? Why, that either every racing man would require to spend a little fortune yearly in subscriptions, or be content to confine his racing to one or two clubs, and thus the exciting matches which we yearly see in the Irish Channel and elsewhere would be lost or dwindle down into very tame affairs indeed. I had thought that the days for such excessive conservatism had gone for ever, but here we have the system proposed to be renewed by a club which, to quote from the speech of one of its members, "must either advance or retrograde, and cannot do the latter." One, indeed the only reason advanced for the proposed change is that the club has derived no benefit from throwing open their matches to all. Possibly not, but has it sustained any harm, and has not the cause of yachting, which ought to be the moving principle of every yachting club worthy of the name, derived benefit from and been promoted by it? I think it has, and what we would be more entitled to expect in these days of progress would be the throwing open of their matches to every club by the Royal Thames, Victoria, Squadron, and every other aquatic body which have hitherto had even a single confined race in their programme.

Yours, &c.,

December, 1864.

BLUE PETER.

SIR.—I observe from your last that, notwithstanding the very able speech of Mr. Farmer at the late Royal London Yacht Club meeting, the club has by a majority of 27 to 1 carried the obnoxious rule—confining the matches of the club in future to members only. Seeing that prevention has failed, what I would now propose to the more liberal yacht clubs as a method of cure is, that all the clubs whose races are open should refuse the entries of members of yacht clubs whose races are confined, unless such gentlemen are also members of an open club. If this suggestion is adopted, the evil of which I complain will, I think, be found to work its own cure. It is certainly not fair that the Scotch and Irish clubs should have their prizes contended for by yachts belonging to the Royal Thames and Royal London Yacht Clubs, and yet be denied by those clubs the opportunity of a return match on the Thames.

Yours, &c.,

January, 1865.

BLUE PETER.

THE WAR HAWK YACHT.

January 26th, 1865.

SIR.—Seeing in your last a *query* respecting the War Hawk, I have to inform you she was on the Welsh coast last year, going about raising materials and cargo from wrecks, having been sold out of the pleasure navy some parties made a salvage vessel of her. She is now I believe at Plymouth, and likely to be in the market, and not a bad spec for any one who knew how to alter her stern a little,—she is too lean aft.

Yours, &c.

To the Editor H. Y. M.

A Sub.

NATIONAL CHALLENGE CUP.

London, January 12th, 1865.

Sir.—Some time since a proposal was made to provide a cup, which was to be transferable to different clubs for competition, to which was to be added an amount of money to compensate the winner for the expense he might be at; not seeing or hearing farther of the subject, allow me to ask through the pages of your valuable magazine whether the proposer has entirely abandoned the scheme? if so, thinking most probably that yachtsmen generally require too much pressing to "shell out the coin," and that it is not worth the trouble of urging them on to do what would materially benefit yachting and give amusement to thousands.

To the Editor H. Y. M.

Yours, &c.,

STORMY JACK.

A PORTABLE LIFE RAFT.

Mr. J. W. Wood, collector of Customs at Harwich, has invented a new portable life-raft, which promises to be of service in saving life in cases of shipwreck. The raft consists of three main beams, fixed together in the form of a triangle, with a self-adjusting beam from the centre of the base to the opposite angle, and a cross beam or seat intersecting the self-adjusting beam. Metal rods are run along the inside of the three structural beams of the raft, from which a system of ropework is suspended. The apparatus may, therefore, be described as a triangular bottomless boat, with a system of network to sustain its cargo. The beams are mainly of cork in a casing of larch. At the intersection of the short seat and the beam which runs from the angle to the base a mortice is made for the reception of a mast, giving a sailing vessel drawing but a few inches of water, which, it is contended, would ride in safety upon any sea. When not in use the vessel may be unmade in a few minutes by the unscrewing of a few nuts and the drawing of a few bolts, and in that condition it forms but a small bundle of light timbers. When wanted it can be put together in a quarter of an hour. Mr. Wood submitted his invention to a town's meeting, convened by requisition, at Harwich, on Friday, Jan. 20, the mayor (Mr. J. Pattrick) presiding. The model of the raft was generally approved by those present, and it was agreed that a subscription should be set on foot to raise a sum sufficient to construct a raft, under the superintendence of Mr. Wood.

PROVINCIAL BANKING COMPANY (LIMITED).

It is seldom we notice any subject unconnected with aquatics, but on this occasion we are induced to do so from the fact that amongst the directors of the above Company we observe the name of an influential yachtsman (James Goodson, Esq., Commodore of the Royal Harwich Yacht Club,) which will carry in all yachting circles a guarantee that the concern is based on a solid foundation, and will be conducted on equitable principles.—(See Advertisement.)

All Communications to be addressed 6, New Church Street, N.W., London.

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HUNT'S YACHTING MAGAZINE.

MARCH, 1865.

YACHTING IN THE NORTHERN WATERS OF SCOTLAND.

BY A MEMBER OF THE ROYAL LONDON YACHT CLUB.

AFTER receipt of letters, we left Dunvegan for Loch Snizort, wind and weather favorable. We passed to our right several small islands, the principal being "Eilean Isa," or Island of Jesus, and is the only one of the group which is inhabited. It is said to be fertile, and to support several families who reside upon it. It is this island that the chief of the MacLeods offered, as a gift to Dr. Johnson, when visiting him, conditionally, that he would reside upon it, from one to three months in each year. He was much amused, so Boswell writes, with the idea of becoming a Highland Proprietor, talked of building a residence upon it, fortifying it with cannon, and sallying out to take the Isle of Muck. During his visit at Dunvegan the idea was kept up by MacLeod and his guests, who saluted him, as is the custom in the Highlands, with "Good morning, Island Isa," "Your health, Island Isa," as if he were already owner of it, in acknowledging which, he bowed to them with much good humour.

The yachtsman who may have read "Boswell's Tour in the Hebrides with Dr. Johnson," cannot, when cruizing in the localities

* Concluded from p. 60.

visited by them, fail to be struck with the boldness of the man who would undertake such a tour at the age of sixty-four, whose life had been spent in the close atmosphere of the city, and whose antecedent occupations had been so ill calculated to prepare him for the fatigues and discomforts consequent on such an undertaking. What a decided contrast the bleak shores of Mull and Skye must have presented to one whose pedestrianism has seldom extended beyond a walk down Fleet Street or the Strand? At one time we find him travelling over mountains with scarcely a bridle track; at another, crossing stormy friths and arms of the sea in open boats, defying the cold and drenching showers common to the Hebrides at the advanced season of the year chosen for his tour; which was fraught with considerable danger and no small amount of discomfort. Some of their excursions by water, as described in the journal, must have been attended with circumstances calculated to try the nerves of the stoutest sailor. On a stormy night in October we find him buffeted about in a fishing vessel, bound from Isle of Skye to Island of Muck; and when off Ardnamurchan being driven back by a heavy gale and obliged to run before the wind to the Island of Coll, on a pitch-dark night, a terrific sea running and in the midst of notoriously the most dangerous portion of the Hebridean seas, with no beacon or visible object to guide them. Young "Coll" was on board, whose knowledge of the island enabled him to direct the vessel in the right direction, and luckily, if not miraculously, they made Locheirn Harbour where they were enabled to anchor for the night.

Dr. Johnson did not escape the effects of the storm, but which he appears to have borne with exemplary patience. He was probably in a condition which incapacitated him from realizing the actual danger. The party was detained at Coll about ten days by stormy weather. By previous arrangement with a fishing boat sailing in company, whichever of them first made out Locheirn was to signal to the other by whirling round a piece of burning peat, a plan worthy of being noted, the effect produced by the gyrations being unmistakeable, and the greater the atmospheric disturbance the more effective became the signal. The knowledge of this use of peat may be valuable to yachtsmen, and is another recommendation and an additional inducement to keep a supply on board. A light shewn with it on board might be seen on shore when anything else might

fail, or be mistaken, and thus enable persons on shore to give help, or warning against danger.

At another time we read of his visiting the island of Raasay, Staffa, and Iona. It is much to be regretted that the sea was too stormy to admit of Dr. Johnson landing on Staffa, or we might have had the impressions produced on him by a near view of it recorded in his own peculiar, forcible, and eloquent language. From Iona, we find him crossing over to Loch Buy on the southern side of Mull, thence by Sound of Mull to Tobermorey, thence to Oban; no trifling performance in open boats. Boswell's tour with Johnson, although eighty years and more, have elapsed since its publication, is still one of the most pleasant, interesting, and instructive books extant relative to the Highlands, and no yacht's library is complete when cruising in the northern waters of Scotland without it.

The scenery, as we proceeded, was exceedingly interesting; to the right, was the bold rocky shore of Vaternish; in the western distance, the mountains of Island of Harris, North and South Uist, and Benbecula, with Barra-Head to the southward, which were prominently visible in consequence of a peculiarly clear condition of the atmosphere.

After rounding Vaternish Point we opened Loch Snizort, the entrance to which is about six miles wide with Ascrib Islands in the centre, which we gave a wide berth in order to avoid a sunken rock, about half a mile outwards and to the eastward of the middle of them. On the north side, is the Bay of Uig where we saw a yacht at anchor. It appears to be much exposed to westerly winds; in any other it might afford a desirable anchorage. Proceeding upwards in the Loch we neared Aros Bay, on the south side of it, which is sheltered from westerly winds, and is said to be a moderately good anchorage. We passed the entrance to Loch Grishinish, which we had intended to have visited, having been strongly recommended by the Laird of Loch Bay when at Dunvegan to do so; but being strangers and having no pilot on board, we hesitated, there being rocks at the entrance, and sunken rocks being marked on the chart at the head of it. Our decision not to enter it was made with reluctance, having heard much of the beauty of the Loch and of the liberality and hospitality of the proprietor to yachting parties who have visited it. We anchored at the head of Loch Snizort, or rather at the entrance to Little Loch Snizort, in three fathoms good holding

ground, and sheltered from all winds, excepting probably, north to north-north-east—opposite to the Free Church Manse—the minister of which kindly supplied us with milk and cream for which he declined to receive payment; another instance of Highland hospitality towards strangers. The following notes from the yacht's memoranda, made from actual observation, may be useful to others who may visit the Loch. "The north shore off Romistle Mill is very shoal, but there is good anchorage on the opposite side at Treaslan Bay; to make which, go in until abreast of a rock on the port side, which is pretty steep-to, and when the Point to the starboard side closes with Kingsborough Point, drop anchor in three fathoms. Opposite Kingsborough House there is anchorage in four fathoms, but between Kingsborough Point and the house is a sunken rock, not less than a cable's length from the shore."

The original mansion of Kingsborough, which sheltered Prince Charles Edward, and in which Dr. Johnson was entertained in 1773 by the proprietor, Allan Macdonald, who married Miss Flora Macdonald, to visit whom was his object, no longer exists. There the Prince was received in the character of Betsey Burke, an Irish girl, at the great risk of his hospitable entertainer, to whose honour be it said, deliberately accepted the risk, saying "As for me, I care not though they take off this old grey head ten or a dozen years sooner than I should die in the course of nature."

We left Loch Snizort on the 24th August, weather still fine. After about two hours sailing we made Dun Lea, the north-east point of Loch Snizort, three or four miles from which is Hulm Island; near to it is Duntulm Castle, situated on a rocky point nearly surrounded by the sea. Betwixt the island and the castle is Port Erisco, very narrow but deep. It is said to be well sheltered and good holding ground, but from its extreme narrowness is only adapted for small vessels. We did not, however, venture into it, although desirous to do so and to survey the old castle, which was in the 16th century the residence and stronghold of the Macdonalds. Within its walls, one of the chiefs of former times, imprisoned a nephew for a supposed act of treachery; supplying him during his imprisonment abundantly with salted beef, but allowed him to die of thirst. An empty pitcher was cruelly presented to him at each meal in order to add to his agony. The skeleton was discovered after having been for a long period built up in its prison, and the

bones were removed to the old church, in the walls and recesses of which they were stored and allowed to remain until about forty years ago, when they were interred. The Macdonald who was guilty of that atrocious act, is the same chief who died from the effects of a wound made by an arrow, which entered the foot when leading a raid on the Mackenzies at Eilean Donan Castle in Loch Douich, which circumstance is narrated in a former contribution by the writer in "*Hunt's Yachting Magazine*" for 1860-61. A much too easy termination to the life of one who could perpetrate such a diabolical act.

West-north-west, three miles from Hulm Island, is Yesker rock, a most remarkable object, quite grotesque in form, and is well suited to such a lonely, and wild looking spot. Further north is Fladda Huna Island, and near to it, is a cluster of rocks with unpronounceable names.

Wind being north, we had to beat up, and when off Ru-Hunnish the tide ran so strong we were again, and again, driven back when attempting to make the passage betwixt the north end of Skye and the Island of Troddha. In several tacks we came within range of Sgeir-na-Mule beacon, a small rock, dry at half ebb, on which is erected an iron cage, which may be ascended by means of steps, and is intended as a refuge, in cases of shipwreck. Contiguous to it is a reef of sunken rocks, which would render the possibility of shipwrecked sailors availing themselves of its proffered security, exceedingly doubtful ; and the chances of dying from exposure to cold would be very great indeed—too dreadful to think of.

The coldness of the wind, when we passed it, in the yacht, at the close of the month of August, was insufferable ; in fact, the warmest clothing we could put on was insufficient to enable us to endure it, except for a short time.

The scenery around Ru-Hunnish is very striking : the cliffs near to the sea resemble towers of castles, and other objects, and when seen from some points, are exceedingly delusive. The basaltic, or columnar character of the shores betwixt Loch Snizort and Ru-Hunnish, may be favorably compared with Staffa and the Giant's Causeway, for grandeur. The coast presents a wonderful perplexity of bays, creeks, and promontories, endlessly picturesque ; headlands shattered by the fury of the sea, or hollowed out into caves, which emit a roar like distant thunder. Falling from the summits, or elevated parts may here, and there, be seen a sparkling cascade, like

a jewel decorating the head ; and nearer to the sea level a mountain torrent, rushing onward to mingle with the ocean. On the shore of the Island of Trodda there is a curious detached columnar rock, which might easily be mistaken for a tower or beacon ; words, or pictures fail entirely to describe the grand character and features of the wild scenery north of Skye.

The names of places in the Highlands of Scotland are singularly descriptive—for example, “Trotter-nish,” “Hunnish,” “Vaternish,” *et omnes quod excutit* in “Nish,” have reference to promontories, or headlands ; thus, “Trotter” (a corruption of Trodda,) is the name of the island just referred to ; and opposite to it, on the north end of Skye, is a promontory, or “Nish ;”—the word “Trotter-nish,” compounded of the two, perfectly describes the place.

It was late in the evening when the tide turned, and we again tried to make the passage round the north end of Skye, which being successfully accomplished, we had, then a fair wind for Portree, which we reached safely, although almost pitch-dark, about midnight, greatly to our relief, as the horror of having possibly, to pass the night in proximity to those awful looking rocks, and that hideous iron cage on “Sgeir-na-Mule,” had at one time made us to feel rather uncomfortable.

We remained at Portree one day, and left early on the second for Gairloch on the Ross-shire coast, weather moderate. When off Longa Island, at the entrance of Gairloch, we were becalmed : after drifting for several hours, and night coming on, it was thought advisable to try to tug the yacht into the bay, where we might drop anchor for the night. Whilst doing so a breeze suddenly sprang up and the boat's crew had scarcely time to get on board again before she was fairly underway. Rain began to fall, wind increased to half a gale, and darkness came upon us so suddenly, that, in half an hour from the commencement of the change, we were unable to make out any object on land. We beat about for several hours, now and then getting a glimpse of land. We had good reasons for believing that we were near to Flowerdale—our destination for the night, but dared not try for it. Seeing a light, at times at a little distance, the yacht's boat was sent out to endeavour to ascertain what it was, and, if possible, obtain information of our position.

Fortunately, it turned out to be a light on board a coasting vessel at anchor in the bay, the skipper of which returned with the yacht's

boat, and piloted us to our anchorage. Weather became worse during the night, and a heavy rolling sea coming into the bay made it anything but agreeable. The morning was calmer, but threatening towards evening, which decided us to endeavour to find a more desirable anchorage, for which object, we went ashore, where we learned, that we should be much more secure, and comfortable, in case of bad weather, in Loch Shieldag, only a short sail from Flowerdale, to which place, a native sailor was engaged to pilot us; and we passed a quiet night, although weather was stormy and disagreeable. We had good reason to rejoice at having made the change, wind increased to a gale, and rain fell in torrents during the whole of the following day and night, and on the second, it amounted to a hurricane, cutting off all communication with the shore; but we rode it out in perfect security.

The anchorage in Loch Shieldag is everything which could be desired, and, from our experience of it, should feel perfectly safe, in the very worst of weather which might happen, in fact, we were told by the natives, that the great gale of October, 1859,—known as that of the “Royal Charter,” was not more furious than we experienced in Loch Shieldag. The “Smokie Pigie,” a Norwegian built fishing yacht, was at her moorings in the Loch, and belongs to an English gentleman, who holds the fishings and shootings of the Gairloch estate, and he resides during the season, at a snug house at the head of the Loch. He, too, kindly sent a basket of vegetables on board, which were very acceptable. Such attentions are very gratifying and happily not uncommon in the Highland lochs.

“Smokie Pigie,”—what a comical name for a yacht! but what of “Emetic,” or “Hookey Walker?” Some persons may say, what’s in a name? If the querist were a yacht owner, and had a yacht for sale, he would soon find out there is something in a name, if it bore one so atrocious. Let us only imagine one’s-self hauling our yacht with “Emetic ahoy!” or the queer feeling one might experience after having made a purchase ashore to have to reply to the bland enquiry of the shopkeeper—“What might be the name of your yacht, sir?” “Smokie Pigie!” How, anything but pleasant it might be to hear the shopkeeper’s apprentices tittering, even in your presence, and laughing at it heartily whilst you are still within hearing distance. There is certainly considerable difficulty in finding suitable and euphonious names for

yachts, when we consider that there are, probably, fifteen hundred named ; and it may be readily conceived that the best have been appropriated, and for which history, mythology, poetry, novels, and other likely, and unlikely, stores have been ransacked, and passing events have been seized upon. There are several indispensable requisites for a yacht's name, it must not be too long, nor difficult to pronounce ; nor of being converted into a ridiculous nickname. It must not be common to the merchant service, nor convey any vulgar idea or association : it must be something peculiarly yachtish—something, in fact, *comme il faut*. In consequence of the difficulty of finding suitable names, and, probably, in some cases, from ignorance of existing names of yachts—they have been multiplied, in some instances, to an inconvenient extent, and which a reference to "*Hunt's Universal Yacht List*," might have been the means of avoiding. On referring to it will be found—six Fairys, three Fairy Queens, five Flirts, seven Gipsys, seven Ripples, five Petrels, four Wanderers, and very many others are repeated two, three, or four times. There are, at present, a good number of yachts being built, and the demand is increasing ; and any one who would invent, and publish in "*Hunt's Yachting Magazine*," a list of unappropriated names, eligible for yachts, would do a good service to future yachtsmen.

Whilst at Gairloch we were informed that the death of a mysterious individual had taken place. He came there about fifteen years ago in a pleasure boat, or small yacht, a perfect stranger. The circumstance of his visit did not occasion surprise, but his remaining there without any purpose or object being apparent, was remarked upon as something unaccountable by the natives. For some time he had evidently the means of supplying himself with necessaries, but his requirements were moderate. He occupied himself occasionally by fishing, and fish being abundant he did not lack of that article of diet. His little vessel was accidentally injured to an extent which rendered it unserviceable, and not having the means to pay for necessary repairs he was then homeless, and in some measure dependent upon the kindness and hospitality of the natives, whose good will he had secured by his gentle manners and respectable conduct, and by his readiness to make himself useful. He took to learning the Gælic language, which he acquired with great facility and perfectly. In course of time a sub-agent was

required for the estate of Gairloch, and he was engaged to fulfil that office, which he performed faithfully and cleverly, being a person of good education and having an aptitude for business. In meantime, he had assumed the name of McLeod, and his coming amongst the natives so mysteriously was almost forgotten. All that they could or did say of him was, that "he came sae far frae the southland that naebody kent whare he cam' frae." When Messrs. Hutchinson & Co. commenced to run steamers occasionally into some of the remote places in the Highlands and Islands of Scotland, the stranger was selected as a fit and proper person to represent their interests at Gairloch and the locality, which duties he performed satisfactorily until his death.

He was attended during his illness by the minister of the parish, and at his last moments; but he remained silent as to his origin or the circumstances which led him to land at and take up his abode at Gairloch. He was once heard to name his two sisters, but it was done inadvertently, and never again spoke of them or of anybody he ever knew. Although he had no kindred to weep over him, he was borne to his grave by strangers who mourned over his remains and shed honest tears. It would appear to those who do not know the wild and unfrequented places in the remote parts of the Highlands, that such a circumstance could not have remained so long a mystery; nor could it probably at the present day, but it must be remembered that fifteen years ago even Gairloch was a *terra incognita*, seldom being visited by any but hardy pedestrians, and theirs were "like angel visits—few and far between." There were no steam-boats nor excursion tickets for places so far north in those days.

In the little bay, now known as Flowerdale, are the remains of two fishing smacks—sea-going boats—fast going to decay, in one of which the owner landed several years ago to repair his craft, which had been disabled by a storm. The poor fellow became ill and died, and was buried by the natives; but who he was or whence he came they never learned. His friends or kindred, if he had any, never enquired after him, and may have concluded, long 'ere this, that he and his vessel had been swallowed up by the sea or had been wrecked on some wild and uninhabited island. Of the other a similar sad tale is told. Such cases more frequently occurred in former times than at the present day, in consequence of the absence of light-houses in the vicinity of dark looking islands surrounded by

dangerous rocks scarcely visible by night, and when shipwrecks took place upon them were seldom heard of. Wreckers appropriated everything they could seize, which they impiously regarded as "Godsends;" in fact, the land near to where such disasters happened frequently was enhanced in value by the circumstance. Sir Walter Scott when on a cruise with the Light-house Commissioners had occasion to engage the boat of a native in an out-of-the-way place, and whilst sailing remarked to the owner that the sails were in very bad condition—quite unsafe—to which he replied: "I would, maybe, have had new sails last winter, had it been God's will that there had na' been sae many light-houses built here about."

There are, even at the present day, many places in remote parts of the Highlands and Islands of Scotland and on the mainland, so much isolated and so rarely frequented by strangers, that in case of such vessels as those in Gairloch being cast ashore or abandoned, a very long time might elapse before the circumstance became known beyond the spot where it happened. There are still places where the inhabitants deem themselves fortunate if they are visited by a minister once a year during summer; but weather may be so bad at that the only time when such visit could be safely made, that it must necessarily be deferred to a second year; consequently, baptisms have to be performed by dozens and marriages in proportion. When deaths take place the duties of minister are performed by the schoolmaster, if there be one, and there are few places where any considerable number of inhabitants exist that some such provision is not made.

In some cases the schoolmaster is a young man who has devoted himself to the church, but has not the means to support himself during the period necessary for study and to qualify himself for ministerial duties. They are warmly received by the natives, who do all they can to add to their scanty means of support, some by pecuniary contributions; one will provide lodging, others will bring eggs, butter, vegetables, or fish, another will bring peat for fuel, which is all they have to offer except their grateful thanks. Much good has been done by a "*Ladies' Society for promoting Education and Religious Instruction in the remote Highlands and Islands of Scotland,*" by appointing teachers and giving pecuniary aid for that object, by distributing useful and religious tracts in the Gaelic lan-

guage, and by providing clothing and other necessaries. Our party was provided by a benevolent individual with a number of such tracts, which were distributed in remote places visited by them during their cruise the past season, and were received with avidity and gratefulness. Charity may begin at home, but it should not end there; there is plenty of room for the exercise of it in the Highlands and Islands of Scotland, and benevolent yachtsman may by addressing the lady secretary of the society, Edinburgh, be similarly provided when he cruises in the north, and by that means add to the pleasures of yachting—that of doing good.

Long detentions at Gairloch and places where our stores could not be replenished having reduced them seriously, we had considerable difficulty in providing for the party and the crew. The last loaf-bread had disappeared, for several days we had to have recourse to biscuits. Flour being all consumed—oatmeal was at a premium—in the form of bannock, which was the only thing procurable for miles round. Mutton and beef were only to be obtained by commissioning the driver of the mail cart to bring them from Dingwall, which place he visited each second day, but this we did not know until too late. We were therefore very glad when the weather abated and we could revisit Portree for supplies, which place we reached on the 6th September. Barometer having fallen nearly half an inch during the day, and continuing to fall, we had as we expected, a heavy gale during the night and next day. On the following day we left for Isle Oransay with moderate weather: another gale during the night—the next—day and night were equally stormy, but subsided considerably on the third day. On Sunday, the 11th September, we ventured to go round Ardnamurchan, where the sea rushing in mountainous billows from the Atlantic which the late heavy gales had caused, put our little yacht on a severe trial: out of which she came most creditably and so did the yachting party, particularly the lady, whose admiration of the grandeur of the scene was given audible expression to from time to time when one wave overtook another, and seemed to push it out of the yacht's course as an intruder. We did not escape a few shower-baths.

Norman McLeod in his "Reminiscences of a Highland Parish" relates that a "Fool," one Donald Cameron, was in the habit of narrating stories of imaginary submarine voyages and adventures, of

wrecks which he visited in the caverns of the deep, and interviews with fishes he met during his strange journey; one of which he described was from the Island of Tiree to Ardnamurchan in stormy weather. Being much tired and hungry on the journey he looked out for some hospitable house where he might rest and get refreshment. Fortunately he met a turbot, an old acquaintance, who invited him to a feast which was to take place that day, on the marriage of his daughter with a well-to-do flounder. Whilst enjoying the good things provided for the occasion, a tremendous cod rushed in amongst the *courvives* in great anger, because the turbot's daughter had accepted a poor, thin, flat flounder in preference to his only son, a fine red rock-cod, and with his huge tail upset the table, greatly to the horror of the guests who mistook the intruder for a whale—and, in great fright, rushed away in every direction, he Donald Cameron, amongst the foremost; fortunately, being near the point of Ardnamurchan he landed in safety, but wet and weary after his extraordinary adventure!" The recollection of the story served to amuse the party, who, one and all, expressed a decided preference to the mode of travelling they were then enjoying.

The same writer gives an account of another of the same class, who was in the habit of swimming out a mile or two from shore at Ardnamurchan, floating on the surface of the sea; and in that manner causing boatmen to conceive the object to be the body of a human being, which they would approach cautiously and touch with an oar, probably, when he would suddenly seize it with a loud shout and a laugh, to their great terror and astonishment; we, however, did not meet with "Barefooted Lachlan," of whom the story is told, probably the weather was too stormy for the performance.

On the whole we had a favorable run to Tobermorey. On entering the harbour we found several vessels at anchor which had taken shelter from the recent gales, one of them was Danish. Their strange costume and performances attracted our attention, especially the number of hands on deck engaged in preparing her to get under way was something extraordinary! Our astonishment was great when we saw what we conceived to be women in petticoats going up the rigging. Danish sailors are said to be the stupidest afloat, and that half the number of English sailors are a more efficient crew: from what we saw there may be some truth in the saying.

We met with peat of excellent quality in Skye, being hard, black

and heavy ; and, when thoroughly dried, gives heat and light equal to coal, to which it has a decided resemblance ; in fact, when we saw it in some of the bothies we had to enquire if it were coal or peat they were burning, in order to satisfy our doubts. We found it a most excellent fuel for the yacht's stove when our stock of coke was exhausted. The odour from it is rather agreeable than otherwise. We found it superior in every respect to wood, which we were under the necessity of resorting to in some cases when cruising north. Sethe and Lithe are probably the most useful and valuable fish to the Highlanders. They yield a very good oil for their lamps, without which the long dark nights of winter would be dull and wearisome. When eaten fresh, they are very palatable ; and when cured, are an important store for winter. They are exceedingly abundant in most of the lochs and shores in the north of Scotland, and are very easily caught. They are sometimes taken weighing as much as twenty pounds or more, and are then called, stenlock, by the natives. They are met with in immense shoals, the surface of the water being at times put into violent commotion by their saltatory amusements. On one occasion, when visiting a locality where large quantities had recently been taken, we mistook the stacks of them in process of being cured for haycocks, they were so numerous and so much like them, when seen from a little distance. The value of what we saw was estimated at several hundred pounds sterling.

There is a pleasureable sense of freedom when yachting which is indescribable ; it increases with the enjoyment of it—

“ O'er the glad waters of the dark blue sea,
Our thoughts as boundless, as our souls are free.”

we felt almost sorry when we found ourselves on our way back, being free, as we were, and tied to no scanty limit of time ; the yacht, the ocean, and the day our own. A recent American writer's words will serve to convey what were our own feelings when in the midst of the scenery we were leaving behind us :—“ How lovely the prospect as we go ! That this is God's own world which he holdeth in the hollow of his hand, is manifest from the impartial bestowal of beauty. How wonderful and precious a thing must this beauty be, that is thus all-pervading and universal ! Here on these bleak and barren shores, so rocky, rough, and savage, is a rich and delicate splendour that amazes. The pure azure of the skies, and the deeply

blue waters, one would think were sufficient for rude and fruitless regions such as these; but look how they shine and scintillate! The iron cheeks of yonder headland blush with glory, and the west is all magnificent. Gaze below into the everlasting evening of the deep. Glassy, glittering things, like chandeliers dispersed, twinkle in the fluid darkness. The very fishes clad in purple silvery tissues and cloth-of-gold, seem to move with coloured lights. God has apparelled all his creatures and we call it beauty."

We passed the night at anchor in Tobermorey Bay very comfortably, notwithstanding that the weather was unsettled and windy; so was the following day and night. On the morning of the third day we left for Oban, which we reached the same evening after a pleasant sail. We remained there two days, and on the third weighed anchor once more for the Mull, which we made at six o'clock the following morning, and arrived at our mooring in the Clyde about noon the same day. So propitious a voyage was matter for congratulation, having been preceded by storms and succeeded by weather equally disagreeable. There was no "mulling" when rounding the Mull, this time the sea being calm as a mill-pond, in fact, the wind was so light that it was scarcely perceptible, and our progress unaccountable. It would be difficult to conceive that so calm and peaceful a sea, as it then was, could by any possibility become so turbulent and furious as to be the dread of mariners in general, and yachtsmen in particular; it is, however, no idle terror as those can testify who have experienced foul weather when rounding it—and when doing its worst. It is in vain to attempt it under some circumstances, and to make the passage would defy the most skilful navigator with the most perfect vessel afloat.

The pleasures of yachting ought not to cease with the closing of the season:—reference to sketches and notes made when cruising, of remarkable places and objects, and of headlands passed, however slight, if accurate, may be found very useful when revisiting them; and will also, add greatly to the home pleasures of yachting, by aiding the memory with reminiscences of what may have been seen. They may serve to bring again to the mind's eye, the beautiful bay, reflecting the coloured heavens,—the warm orange tint fading into the cool pearl, and the pearl finally lost in the broad blue firmament:—the dark and lonesome creek, in all the solemn magnificence of a still and starry night, making darkness visible, where nought

was heard but the plaintive murmur of the ocean. A sketch of a wild sea loch may serve to renew the pleasure experienced when visiting it; a beautiful sunrise, lighting up the surrounding hills; a noon-day brightness;—sunset, twilight, or it may be, night, with the waters phosphorescent, a fishing boat breaking its calm surface, and at each stroke of the oars, bringing up liquid fire. Highlanders when speaking of a phosphorescent sea, call it the burning of the waters. When the water burns, it is a sure sign of a change of weather—favorable to fishing, so they say, and they are generally correct in their weather prognostics. They have no faith in Admiral Fitzroy. A fisherman of Inverness-shire, under the impression that he was the cause of all the violent storms which have recently occurred, said "Confound that man Fats-rory, he has only to hoist up that pig-trum of his, to raise the wind, and get up a pig storm."

REMARKS ON YACHTING.

SIR.—When I wrote the few remarks on yachting, which you were good enough to insert in your magazine of January last; I can assure your readers that I had not the slightest idea of entering into a controversy on the subject; those lines were merely written with the view, as I then stated, of eliciting remarks from others and of still further ventilating the different questions which are now occupying the attention of the yachting world; I hope that your four correspondents of this month will give me credit for having been actuated solely by this feeling, and also for now acting from the same motives if I venture to answer them, and at the same time to tell them, with all due deference to their opinions, that I must be allowed to retain my own, which have been only the more confirmed by what they have said in their different letters.

I can assure your correspondents that I have no wish to force my opinions upon them, or to attempt to convince them against their will (bearing in mind the old adage on that point) I am only desirous that all our views should go forth to the public in the hope that the various committees of management may read them and, if possible, derive some instruction from them, when it is probable that our remarks may be conducive to the better arrangement at the regattas of the coming season; an end I feel sure we all have at heart though we may perhaps differ as to the means of attaining it.

Your correspondent "*Bill Saunders*," though evidently intending

to reason against the conclusions I drew with regard to shifting ballast, in reality uses the very strongest argument in favour of my views; he admits, in his sentence beginning "an owner, &c." that owners under certain circumstances may allow ballast to be shifted on board; and, indeed, one may draw the conclusion from his paragraph that if any owner has certain qualms of conscience himself he has only to send his young cousin "Knock Softly" on board, who either from ignorance of the rules or natural weakness of character connives at the imposition that is going on aboard. I do not think that any one reading that sentence could put any other construction upon it, and I cannot understand how any yacht owner, which I take "*B. S.*" to be, while admitting the possibility of such an occurrence can for a moment uphold a rule which *may* act prejudicially on the honorable man. The prohibition of shot bags, as urged by another correspondent, is futile, inasmuch as pigs of lead are of the two better for shifting purposes; all this it is said is entirely against the law itself, but what may I ask is the use of a law that cannot always be enforced and which may at any time be broken?

No one can be more anxious than I am to see the very best class of vessels in our yacht clubs, but I feel quite sure that so long as all shift it will be no bar to the improvement of yacht building. One very strong reason I have for being averse to a rule which, if properly carried out prevents *any* shifting ballast being carried on board, is that there may be times on our coast when a sudden alteration of trim may be imperatively necessary; I myself have had to run into a harbour late in the evening with a strong ebb tide with only 7ft. 6in. on the bar when we were drawing 8ft. 3in., and when had all my ballast been such as to prevent my immediately shifting sundry hundredweights of lead from aft to forward, I should have had the alternative of a dirty night at sea or the risk of losing my vessel! Enough, you will say on this point, and now for Ocean Matches!

I regret very much to have incurred the combined displeasure of your correspondents on the subject of Ocean Matches; but, as with the shifting ballast question, so with this, I think what they say rather strengthens than weakens my arguments. I do not think that I said, *all* such matches were started and arrived early, at least I had no wish to convey such an impression, but what I meant to say was that the probability of such a thing was a great bar to Ocean Matches being considered by the yachting world as a sure source of amusement, and the fact of the London, the Thames, and the Dartmouth Matches having been started early proves that I have some grounds for mentioning this drawback.

The time of starting must obviously depend upon the locality,—at Kingstown this may be done at any hour, but on the Mersey it is entirely dependant upon the tide, which if early at high water necessitates the early departure of the vessels, so as to have the full benefit of the ebb down channel, and the hope of passing the Skerries before the young flood comes; this will of course apply to all tidal rivers, and thus no one but those on board would see the start, unless by making a toil of a pleasure, and as to the finish it is morally impossible to say that the yachts will not arrive in the middle of the night.

At the same time "*Red with White Maltese Cross*" very justly censures me for having said that Ocean Matches were no amusement to any one, and I plead guilty to having unintentionally exaggerated the real state of the case, though it can hardly be said that I entirely forgot the owners, as I mention them immediately afterwards; but, the fact is, that I laboured under the impression that very few of the owners accompanied their vessels, and when I said that these matches were no amusement to any one, I alluded to those non-sailing yachtsmen and the general yachting public; but I really beg to apologise to those owners and real sailors who *do* go in their craft, and assure them that I fully enter into their feelings during such a race; and I think it may be said that I was consulting their interests, as well as that of yachting men generally, when I proposed that sweepstakes, to be of course converted into a cup, should be got up by owners *going in their own vessels*, in order to give spirit to the voyage; my idea being that as the owners and some few friends alone had the benefit of the match and the excitement, it was but right that they should subscribe to the cup among themselves, with some little help from the Committee, but not such a sum as has in my opinion been often wasted.

I doubt, as a rule, these Ocean Matches being a good test of sea-going powers, as half a dozen yachts may start from such a place as the Mersey for Kingstown, and not two of them get the same breeze; one will probably stand to the northward in search of a northerly breeze and get it, while another will stand to the southward and find himself all to leeward the next morning. In my opinion there cannot be a fairer field for testing the sea-going powers of vessels and thus conducing to the improvement of yachting than either the Mersey or Kingstown, at either of which places hundreds can see the match, and though I have every wish to give "*Bill Saunders*" credit for his hospitable thoughts, and also credit to every yacht owner who may entertain the same benevolent feelings, still their accommodation is limited, while that of piers and steamers is unlimited.

Doubtless a man may pass the whole of his days in seeing matches from the deck of a steamer without knowing anything about them, but I should like to give those who *can* learn, the opportunity of doing so; and I take it that there are few of our best yachtsmen, I mean those who can handle a craft as well as any professional, who will not learn something by seeing a well sailed match from the steamer's deck, which he may see at a regatta, but which he may *not* see in an ocean race, unless he happens to know some benevolent owner of a competing craft; therefore I say a by-day at a regatta in preference to an Ocean Match.

And now a few words about the starting powers of the Mosquito, and the merits of other yachts mentioned by "*Red with White Maltese Cross*," both of which subjects are really fraught with the greatest interest to us all. Every vessel he names, Thought, Torpid, Kilmeny, Phantom, and Secret, are decidedly the best specimens of their respective builders, besides being *the* craft of the day; and though it might be rash to put one's faith entirely on any one of these, I would back the Thought to win the greater number of prizes throughout the season. The Torpid and Kilmeny are much the same sort of long deep vessel, and in heavy weather over a course of once to windward and once to leeward, would probably get the better of the Thought and Phantom, which represent a different class of vessel, while the old Secret is a cross between the two classes; but in a four-square course or average summer weather give me the Phantom or Thought.

Then with regard to the starting powers of the Mosquito, that which your correspondent mentions as having taken place at Kingstown, practically illustrates what I endeavoured theoretically to describe. Of the *Aeolus* I know nothing, but I should take her to be something of the *Ajax* stamp, which is a very fine powerful vessel with large displacement: qualifications, doubtless, of immense advantage going to windward in heavy weather, but not otherwise; and as there are happily other circumstances of wind and weather, besides on a bowline and a tumbling sea, we must build our vessels accordingly, and take into consideration the fact that we may occasionally have freer sheets and smoother water. It is the combination of power with moderate displacement which are so happily combined in the Mosquito, and which makes her such a formidable antagonist; she has sufficient stability to enable her to make wonderfully good weather of it on a wind, and such buoyancy as to give her great speed while running free, and great advantage at the starting post; as it stands to reason that a vessel with less displacement and less ballast must be sooner away than her heavier rival, and when once such

a craft as the Mosquito is to windward it is no easy task to weather her; but there is little to choose between the Mosquito, Phryne, Vindex, and Volante,—the latter by the way the handsomest yacht by far in the kingdom; Phryne and Volante are both more powerful than the “old lady,” but yet not by any means overdone ; the Volante is a little lean aft which prevents her being so formidable in a breeze as she otherwise would be, but for all that in a strong wind I would put my faith on Phryne or Volante. I only hope that the coming season will give them all as many fair fields and no favour as I wish them.

I am glad that the majority of us agree at least on one point, that of the meagreness of prizes offered to small craft; I think too much is sacrificed to the larger vessels, while the vessels of from 12 to 35 tons suffer accordingly. The prizes should be arranged as to amount, according to the tonnage of the competitors ; if a vessel of 50 tons is to have a prize of £100, why not the vessel of 35 have one of £70? and the vessel of 20 tons a prize of £40? or, at all events, something better than a £15 cup, which any one may be ashamed to see on his sideboard.

Only one other question now remains to be discussed, but on that point I entirely disagree with the writer who proposes handicapping as a system at our regattas; nothing in my idea could be so fatal to everything in the shape of improvement! as who will build a new vessel to compete at a regatta with the prospect of being beaten by, probably, his old craft in a handicap? It is, of course, disagreeable to have a fine vessel which, though ever contending, never wins, and still more disagreeable to build a new vessel which does not turn out so well as one expects; but it is better that individuals should suffer rather than a system be adopted which would ruin our chance of improvement. I think a grand extra day might be got at Kingstown (where more yachts congregate than at any other of our gatherings,) by having an open handicap for a third day ! and have often thought it a great pity that something of that sort had not been attempted. Well managed, (say an entrance of 2 guineas each with £20 added by the committee,) such a handicap ought to bring twenty yachts to the front, or, indeed, twenty-five without difficulty; at all events I should like to see the experiment tried. And now I must conclude with an apology for the length of my letter, but which taking all the subject into consideration I fear I could not well have condensed, and subscribe myself

February 10th.

A YACHTSMAN.

PORT CHARGES ON YACHTS.

London, Feb. 14th, 1865.

SIR.—I send you a list of Port Dues arranged alphabetically, many of which are so trifling that it is a matter of surprise that they are not ignored altogether, and the powers that be take credit for their liberality; whilst some other places charge so exorbitantly that yachts in general will, if possible, give them a wide berth.

Yours, &c.,
C. W. G.

ENGLAND AND WALES.

The following are free:—Arundel, Barnstaple, Beaumaris, Berwick-on-Tweed, Bideford unregistered, Boston, Bridgewater, Bristol, Burnham, Cardiff, Cardigan, Carnarvon, Chepstow, Colchester, Cowes, Dartmouth, Deal, Exeter, Exmouth, Falmouth, Faversham, Fleetwood, Folkestone, Fowey, Gainsboro', Gloucester, Goole, Grimsby, Hartlepool, Harwich under 30 tons, above 1d. per ton, Hull, Ilfracombe, Lancaster, Littlehampton, Liverpool, London, Lowestoft, Lyme, Lynn, Maldon, Maryport, Middlesboro', Milford, Newcastle, Newhaven, Newport, Padstow, Poole, Portsmouth, Preston, Rochester, Runcorn, Ryde, Rye, Sandwich (creek), Scarboro', Scilly, Shields, Southampton, Stockton, St. Ives (creek,) Sunderland, Swansea, Teignmouth, Torquay, if belonging to a club, otherwise 2d. per ton, Truro, Wells, Weymouth, Whitby, Whitehaven, Wisbeach, Woodbridge, Workington, Great Yarmouth.

Aberavon creek £1 per annum, entering at pleasure; Axmouth 15 tons and under 1s., above 15 tons, 2d. per ton.

Barmouth 1d. per ton; Bideford, registered yachts 1½d. per ton; Bridport 2d. per ton; Bury, estuary, under 15 tons 4d. each, above 1d. per ton extra.

Carmarthen creek, under 20 tons 1s. each, 20 to 80 tons 1s. 6d. each, 30 to 60 tons 2s. 6d. each, 60 and upwards 5s. each; Chester 1s. each for anchorage.

Dover 1½d. per ton, for entering the port 1d. per ton extra.

Fishguard 1½d. per ton, lying up for any period exceeding two months, 2s. 6d. per ton.

Glayle 4s. each.

Holy Island anchorage 1s. each; Hastings creek under 50 tons 10s. each, above, £1 with use of capstans.

Ipswich over two months 1d. per ton per month, for three months; and afterwards 6½d. per ton per month.

Llanelli under 15 tons 4d., above 1d. per ton extra; Looe, yachts belonging thereto, 2s. 6d. per annum.

Mevagissey creek, (R.Y.S. yachts free,) other yachts 20 to 30 tons, 2s. each, 30 to 40 tons 3s. each, 40 to 60 tons 4s. 6d. each, Minehead creek under 30 tons 1s. 4d. each, 30 to 50 tons 2s. 4d. each, above 50 tons 3s. 4d. each; Mutton Cove, Devonport, cutters under 20 tons 1s. each, 20 to 40 tons 2s. each, 40 to 80 tons 3s. 6d. each; schooners 20 to 40 tons 3s. each, 40 to 80 tons 4s. 6d. each, 80 and upwards 6s. each.

New Quay 6d. per ton per annum; North Sunderland creek $\frac{1}{4}$ d. per ton.

Paignton creek under 10 tons £1 per annum, 10 to 20 tons £2 per annum, 20 to 60 tons £3 per annum, above 60 tons £4 per annum; Penclawdd creek 1d. per ton; Pentuan creek 2d. per ton; Penzance above 15 tons 2d. per ton, under 15 tons 2s. 6d. to 10s. per annum, according to size. Plymouth—Cobbler Buoy 1s. each, Millbay and Great Western Docks under 15 tons £1. 1s. per annum, 15 to 30 tons £2. 2s. per annum, 30 to 50 tons £4. 4s. per annum, 50 to 75 tons £6. 6s. per annum, 75 to 100 tons £8. 8s. per annum, or 1d. per ton per week for shorter periods; Porlock 1s. each; Port Carlisle creek (foreign) 6d. per ton, coastwise 4d. per ton.

Ramsgate under 15 tons 4d. per ton, above 15 tons 6d. per ton, any size per annum 3s. per ton.

Salton Harbour under 20 tons 16s. per annum, above £1; Saundersfoot creek 2d. per ton; St. Michael's Mount creek 1s. per mast and 6d. buoyage; Shoreham, west arm free, canal east arm, 2d. per ton, 4d. per foot draught; Silloth creek 6d. per ton.

Tenby 2d. per ton or 6d. per ton per annum.

Yarmouth creek, Isle of Wight, under 15 tons 4d. each, 15 to 50 tons 6d. each, 50 to 100 8d. each, 100 to 150 tons 10d. each, above 150 tons, 1s. each.

SCOTLAND.

The following are free:—Aberdour, Alloa, Ardrossan, Ayr, Banff, Burntisland creek, Dumfries, Elie creek, Fisher row creek, Grangemouth, Greenock, Granton, Kirkcaldy, Kirkwall, Leith, Lerwick, Montrose, Perth, Pettshead, Pettycur creek, Port Glasgow, St. David's creek, Stornoway, Stranraer, Troon, Wick, Wigtown.

Aberdeen, yachts to or from any place between Flamboro' Head to Cape Wrath, except vessels passing through the Caledonian or Forth of Clyde Canals, but including the Orkney to Shetland Islands, 2d. per ton; to or from any other place in Great Britain and Ireland 4d.; to or from any place in Europe 9d.; to or from East Coast of North America, Mediterranean, and West Coast of Africa 1s.; to or from any place within the tropics 1s. 6d.; southward of Tropic of Capricorn 2s.;

yachts entering the harbour for safety or windbound, half dues; foreign yachts pay one half more than British; yachts remaining more than three months 1d. per ton per month; in addition to the above the following charges are made for leading lights, tidal, pier lights and flag dues, under 40 tons 1s. each, 40 to 50 tons 1s. 6d. each, 50 to 80 tons 2s., 80 to 100 tons 2s. 6d., 100 to 120 tons 3s., 120 to 200 tons, 3s. 6d., above 200 tons 4s.

Anstruther creek under 15 tons 1d. per ton, 15 to 50 tons 1½d. per ton, 50 to 100 tons 2½d. per ton, 100 to 150 2¾d. per ton, above 150 tons 3½d. per ton; Arbroath under 15 tons 1s. each, above 3d. per ton.

Barrowstowness under 14 tons 2s. 6d. each, above 14 tons, if coastwise 6d. per vessel and 2d. per ton; if foreign 6d. per vessel and 3d. per ton; Bowling creek 1d. per ton; Buckhaven creek 1½d. per ton; Burghead creek over 15 tons, if in ballast 2d. per ton, if windbound 2d. per ton, under 15 tons not registered if windbound 1s. per vessel, if in ballast 6d. per vessel; Broughty Ferry creek 1s. for every 10 tons; Brucehaven creek above 15 tons ½d. per vessel.

Campbeltown each time going alongside the quay 6d. each or 2s. 6d. per annum; Charlestown creek under 15 tons 4d. per vessel, above 15 tons 1d. per ton; Crail creek under 15 tons 1d. per ton, 15 to 50 1½d. per ton, 50 to 100 2d. per ton, 100 to 150 2½d. per ton, above 150 3d. per ton.

Dumbarton creek 1d. by Clyde trust, and 2d., by Dumbarton trust, making 3d. per ton; Dundee every 10 tons 1s.; Dysart outer harbour 1½d. per ton, dock 3d. per ton.

Glasgow 6d. per ton.

Hopeman creek over 15 tons 1½d. per ton, under 15 tons 6d. each.

Inverkeithing creek over 15 tons 1d. per ton; Inverness 1½d. per ton anchorage.

Largs creek above 15 tons 1d. per ton; Leven creek above 15 tons, 1d. per ton; Limekilns above 15 tons ½d. per ton.

Methel creek above 15 tons 1d. per ton.

Pittenweem creek under 15 tons 1½d. per ton, 15 to 50 tons 1¾d. per ton, 50 to 100 tons 2½d. per ton, 100 to 150 tons 2¾d. per ton, above 150 tons 3½d.

Renfrew creek 2d. per ton, and ½d. per ton per week.

St. Andrew's creek 1d. for every 10 tons; St. Morance under 120 tons 1½d. per ton, above 120 tons 5s. 2d. per vessel.

Tay Port 1d. for every 10 tons.

Wemyss creek 1d. per ton.

IRELAND.—No charge is made for yachts at any port.

THE COCKNEY SHIPWRECKED ON THE WEST COAST OF IRELAND.

BY S. N. TRENCH.

ALAS ! yes ! our beautiful "Norah" was no more, and here were we shipwrecked mariners on an unknown island, or rather on a known one with unknown natives ; "Who might be," Cocks said, "fenians, radicals, or even cannibals; and were certainly wreckers, robbers, and habitual murderers." Leaving O'Donovan looking wistfully in the direction where his loved craft had disappeared, and Cocks inserting his watch and rings into the wadding of his pea-jacket, Rogerson, Robinson and I went in quest of accommodation for the night, a fire to dry our saturated clothes, and, if possible, some refreshment : we soon found a respectable looking old man who informed us "that the island belonged to a Mr. Townsend, in whose own hands the entire was, he was his steward, and we were welcome to the use of a fishing lodge belonging to the proprietor to the east of us, which was untenanted, dry, and comfortable, together with milk, potatoes, eggs, fowls, and a very small drop of ——"

In great spirits at our unexpected good fortune I returned to impart the good news to O'Donovan and Cocks. Whilst Robinson and Rogerson accompanied old Denis Mahoney to see about the commissariat department. I had great difficulty in persuading Cocks to come with us, as having recovered his proper senses after his ducking in the breakers he was most urgent for us to take to our own boat again, and run up before the wind to Skull or anywhere else said he, "where there is a police station : for I know well that in this benighted land no Englishman is safe but under the barrack walls." But upon being informed that the proprietor was a magistrate—a fact which the old steward had several times pompously alluded to—he considerably softened, and after a walk of a quarter of a mile over the very greenest sward I have ever seen in my life we arrived at the cottage.

As the steward had told us, the place was indeed very comfortable, and a roaring fire surmounted by a huge pot of potatoes and fish boiling together did not in our eyes at all detract from the merits of the place. Our own cook had got possession of another fire in one of the sitting rooms, and was laying down the keels of several species of dainties, so considering everything, affairs did not look so very bad. "It is the shocking dress of the people that tortures me most," said Cocks, pointing out to us a damsel who with her dress tucked up displayed a

petticoat reaching hardly below her knees, and which though not embroidered was more full of holes than if it was so from top to bottom.

While O'Donovan was interrogating the steward about the geography of the place, the rest of us slipped into the bedrooms and shortly issued forth each clad from top to keel in dry clothes, the property of the owner of the house, much to the surprise, and I rather fancy dismay, of old Denis the steward, who instantly recognised his master's uniforms ; they were a shooting, a yachting, a yeomanry, and an evening costume, like a wise man, however, knowing what was done could not in this case easily be undone, he held his peace; and considering the dainty grace with which Cocks went everywhere and touched everything, there was very little fear indeed of any injury to the evening costume. The buttons, or button holes, of the yeomanry uniform were in rather more danger, for though perhaps rather too long, it very scantily encircled the aldermanic dimensions of Robinson.

"Dinner, sir!" and to dinner we went with most hearty good will, soup first, (some of Gamble's preserved soup had been discovered,) then cod and lobster, and finally chickens boiled and roast, with potatoes and vegetables; quite wonderful considering we were not three hours on the island. After dinner the little drop of (don't speak loud, sir, I don't want them to hear it,) *potheen* arrived, equal in bulk to half a gallon, (my gracious if we took laudanum, &c., in such small drops where should we be?) And we all mixed our tumblers, rather slowly and mournfully, for our thoughts would recur to our last glass of grog, taken where we should never take it more, and sorrowful thoughts of our interrupted cruise, the impossibility of paying our long promised calls to the numerous friends who resided along the coastline of our projected voyage, and being unable to make known through the pages of "*Hunt's Yachting Magazine*"—the history of our cruise round Ireland: fleets of yachts annually perform the same pleasant sail, and fish in teeming waters of the Irish coast ; these and other similar topics formed the current of our conversation when a triumphal shout of "By George 'tis open!" in Cock's well known accents made us all spring to our feet; the very mildest form of apprehension that seized any of us was, that it was a port-hole somewhere in the walls that had been suddenly thrown open, through which a volley of musketry might momentarily be expected. "In the name of mercy what is open Cocks?" demanded O'Donovan, even he though generally pretty cool was now considerably perturbed, "What is open you say, why the man's wine locker man! by jove! how honest that old steward must be; by jingo! port, sherry, and I'm hanged if this isn't champagne!" At first inclined

to knock Cock's down with vexation, our eyes met, and the scene was altogether so ludicrous that we all simultaneously shrieked with laughter; in a twinkling Cock's had a champagne cork extracted, and though we feebly remonstrated at the rather questionable morality of the thing, Cock's asseveration of tenfold restitution from his paternal cellar relieved our consciences so much that we passed round the bottles with becoming spirit; our cares were for the time laid aside, and after a short time we easily prevailed on Robinson to give us the following yarn which he entitled—

"The Unmanageable Yacht on her way to the docks."—Some five or six years ago I was the possessor of a yacht, a fine, steady massive boat of the old fashioned hooker type. Well, I came to the determination of parting with my old craft, and whether it was because she was too old, too slow, too expensive, or too troublesome, it can matter nothing to anyone so I shall not inform you; but what occasions the circumstance of my once owning the "Porpoise," being narrated to you tonight is, that I parted with her, and that to a greenhorn; but truth compels me to acknowledge that at that period I was nothing, or very little better than one myself. That we were greenhorns certainly did not prevent us getting on well in the yachting line, for most greenhorns keep good hands aboard their boats, and thus preserve their honour untarnished as nauticals; but we did not then recognise ourselves as such, did not keep good hands, and as to how we preserved our credit time will shew.

My friend having become the possessor of the Porpoise resolved to lose no time before taking a long sea voyage, and as a preliminary determined on sailing the day following down to the docks to get some necessary repairs and alterations effected, and I received a polite request to act as pilot thither: this was a necessary precaution as the navigation was intricate, and my friend almost entirely ignorant of the geography of the place. I knowing this of course acceded, and after an early breakfast found myself *vis-a-vis* to my friend on the club quay; the day was looking most particularly unpleasant, and I had taken good care then, as indeed you know I still do of myself: thoroughly encased in pilot and oilskin my naturally stout dimensions were considerably increased, and proved a source of intense amusement to my friend Walter, and not less so to his skipper, who accompanied him; but who was far too discreet to give way to the immoderate fits of laughing Walter gave way to, and in consequence of which I pitied him so little in his subsequent misfortunes. We at once set to work, at first discussing the weather; yet indeed this was needless, for never was there a less specu-

lative exercise; the wind south-west blew half a gale and momentarily threatened rain, but said the skipper, "We have a good boat, good sails, good gear, and smooth water;" and, adds my friend, "Three good hands." Three good hands! yes, to be sure, they were himself! his skipper!! and your humble servant!!!

We were at last overtaken by the long expected rain, which in small but very numerous drops began to descend heavily; but having determined to brave the day we thought the sooner our voyage was ended the better. So imagine us then launched upon the bosom of the stormy loch, in a small yacht's punt, and making all speed though covered at every stroke with spray: in a few minutes we were alongside, the punt fastened, and we were aboard the Porpoise.

"And now gentlemen," said Robinson, "I intend to honour your patience by having tolerated my yarn so long—("no, no, go on")—by a more formal description of our craft, and ourselves,—("hear, hear.") My friend Walter L. Pevensey's rig was a light tight blue cloth yachting coat, white nethers, and a scarlet flannel shirt; his head-dress was a straw round-about, narrow leaf. His skipper was a middle aged respectable man, in dress something like a coastguard, and if he was a good seaman I never yet have met with a more extraordinary specimen of one, as nothing but the direst misfortunes could get him up out of the cabin, and even when routed out of it he was never easy in his mind or body until there again.

As to myself, gentlemen, I have already alluded to my outfit, and as to my personal characteristics they are, I should say, so well known to you that there is no occasion for putting my descriptive powers to such a severe test as introducing one's-self must be to any one of my retiring disposition, so that I now come to the boat herself. She was originally built, as I before told you, hooker fashion; and had been brought over from the South of Ireland somewhere about here I should fancy, as the pilot boats here remind me strongly of her appearance; but since then she has had a good many modern fashions introduced into the character of her hull, sails, and ballast. She was, however, a thoroughly good sea boat: in fact, if possible, too much so, as it took a sort of small gale to make her go at anything like a decent rate.

However, to come to the point, the wind was almost abeam and the run little more than five miles, so with the least possible delay we weighed first one anchor, brought it aboard, ran out a jib, manned the hawser of our second anchor, and heaving it to the bows belayed and rushed to our halyards, in a trice our large jib is set, and three cheers for us we are off: our course was about S.E., and we very soon disco-

vered that our craft would not with a jib make good the ground with a S.W. wind, so very unwillingly we uncovered our mainsail and gave it to her scandalized, and our lee gunwale well under, away we spanked at a fine rate; and while we are thus smoothly going ahead, I will try to describe how matters were going on internally. Walter's beautiful yachting coat had been kept constantly wet with fresh and salt water for the last half hour, and had consequently so shrunk that each movement of his threatened its instant rupture across the shoulders. Wat's immovable attitude reminding me strongly of a pinioned fowl, but he at length with more force than grace after a few unavailing attempts divested himself of this troublesome, though highly ornamental garment, and faced the war of elements in his thin red shirt; his hat having in company with mine been left astern, owing to being unsecured with lanyards: the boat herself was in a great state of disorder having been only just before fitted out, jibs, topsails, anchors, a stove, and the chains, were scattered promiscuously about the deck with the fullest liberty and license of locomotion, of which they all at different periods took advantage to roll down to leeward, almost carrying bulwarks and stanchions away with the crash: cabin and locker doors stood open, and banged to at every lurch with a deafening clatter only to open at the next. In fact everything was only in a state for running free, and in a very bad state for that even, when the skipper elevating his nose out of the fore-hatch, sings out, "The punt is gone!" "Then, by George," said Walter, "we must go after her, for I can't afford to lose a punt I have just paid for—so easily."

There was no appeal to be made, up with the peak of the unreefed mainsail, down helm, and she comes to the wind like lightning, clatter, clatter, bang, bang, went everything on board as she headed the wind which was now blowing almost a gale. "Back the jib sheet," cried the Captain and Walter, and I rushed to the rope to execute the order, but alas! perceive that its connexion with the jib has altogether ceased, we had omitted to mouse the cliphooks which were then the usual mode of fastening on sheets; and the jib, a very large one, thus left to its own devices, flogged frantically backwards and forwards like the tail of a deranged whale; the Porpoise hung in stays, each moment was apparently the last of every spar she had as she alternately filled now on one side then on the other, being of course one or two minutes between each clattering in the wind, and coming down with a heel that made us hold tight to our weather rigging.

At length, however, we brought the jib in satisfactorily, reset it, and quickly retraced our stormy course in quest of the punt; but we soon

perceived a tug had picked her up, and was coming towards us. She soon came within hail and informed us that it being too rough to deliver our boat to us then, they would leave her at the docks for us; but, alas! we were not at the docks yet. The tug having proceeded on her way, we set ourselves to follow her with all speed; the first step to be taken in this apparently easy proceeding was to put her about, as we were heading just the wrong way. "Ready about," shouts the skipper, "let fly jib sheets;"—out they fly—but instead of as expected luffing, she pays away, "Sheet home again" is the order, "give her way, haul up the foresail," (which was now bent); but although the sails are a tearing full she seems to gather marvelously little way, and on re-attempting to put her about our efforts again signally fail. "Well, well," said our skipper, "although wearing in a gale of wind is a bad point in a "fore and after, there's nothing else for it,—lower the peak, haul jib and foresail flat to windward." But marvel of marvels, instead of as expected paying away she luffs, shakes, and finally comes about: "Bravo," said Wat, "bravo, that's what we should have done at first."

Oh! Wat, don't boast too soon, for the words were hardly uttered, when in spite of the helm and the two head-sails aback, she again comes into the wind and remains in stays.

"Well, James," said Walter, "there's no use in saying one thing and thinking another, and I must confess you have made a greater fool of me than I thought any one could, in selling me such a boat. Why man if we were caught this way at sea or on a lee coast what would become of us? we should infallably be wrecked, and if ever a man was hanged for murder it should be you. Goodness, gracious, a boat that will neither wear nor stay, or rather will do one when you try your best to make her do the other."

"Upon my honour, Walter," I said, "I am very sorry that this should happen, all I can say is that I have been in the worst weather and the narrowest channels with the boat, and she always stayed like a top, I can only say that if you wish to be off of the bargain you can; but I can't help thinking that the rudder is unshipped, or we are aground, or totally mismanaged some way or other."

On this last remark which the skipper took personally, he begged favour to say, that his opinion coincided entirely with Mr. Walter's implied one, viz: that the boat was radically bad, and took occasion to comment on Mount's Bay luggers and their various virtues, in one of which he spent most of his life. But, this mutual and very personal warfare did not assist the boat's coming about, and she still persisted in her perverse evolutions, though we had ascertained that the rudder

irons were perfect, and that we floated in six fathoms. At last, our old friend the tug, having witnessed our forlorn and unequal struggles, turned back, and hailed us with proffers of assistance just as we were almost on a bank; this we thankfully accepted, and in a few moments a rope was thrown aboard and our hawser hauled oat and made fast.

Well, but we are well out of it at last thank goodness, no, not just yet, the tug never offers to stir, but just keeps her paddles revolving in order to remain ahead of us, one, two, three minutes, and no movement. "James," said Walter, whatever small stock of patience he had left remaining after the day's misfortune being exhausted, "go on the fore-castle and ask those rascals *have they broke down!* I suppose they want us to get ashore and then haul us off and claim salvage."

I did as desired, and put the question, in a loud shout, for the wind had in no way abated. In answer I heard first a loud laugh, and then one of the tug's men in a voice choking with suppressed risibility, "No, sir, but we are waiting for you to get up your anchor!"

"Our anchor—we had no anchor out."

Yes indeed, gentlemen it was even so, Walter's hitch on the bits had run off, and we had been sailing AT ANCHOR!

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held on the 2nd of February at its house, John Street, Adelphi; Thomas Chapman, Esq., F.R.S., v.P., in the chair. Mr. Lewis the Secretary having read the minutes of the previous meeting, a gratifying communication was read from General Knollys, expressing the extreme satisfaction of their Royal Highnesses the Prince and Princess of Wales, on being informed of the important services rendered a few days ago by the Albert Victor life-boat of the Institution, stationed at Berwick on Tweed, in rescuing the crew of six fishermen from drowning.

A reward of £10 was voted to the crew of the Institution's life-boat at Tramore, County of Waterford, for putting off in reply to signals of distress from the brig Stefaria of Palermo, which was observed in a very perilous position during thick weather on the night of the 3rd ult., and bringing the vessel from her dangerous position to a place of safety.

A reward of £5 was also voted to the crew of the Institution's life-boat at Rosslare, County of Wexford, for going off during a heavy gale of wind, and saving the crew of five men and a pilot, from the schooner Thomas of Liverpool, which was totally wrecked on the Dogger Bank

on the 14th ult. When the life-boat arrived at the wreck the sea was sweeping over her, and her crew were every moment expecting to be swept overboard.

The silver medal of the Institution and a copy of its vote on parchment were voted to Capt. T. H. Fellowes, R.N., Inspecting Commander of the Coastguard at Penzance, and £10. 15s. to the crew of the life-boat belonging to the Institution at that place, for going off and rescuing the crew of eight men from the *Willie Ridley* of Plymouth, which was observed dragging her anchors during the stormy weather from the south and a very heavy sea. Captain Fellowes and the crew of the life-boat behaved most gallantly on the occasion.

Also £4. 10s. to the crew of the Fowey life-boat of the Institution for putting off in reply to signals of distress, and rescuing from destruction the French lugger *La Marie François*, *Le Père Samson*, and her crew of four men. The vessel was observed with signals of distress flying, on a lee shore in St. Austell's Bay, during a gale of wind and a heavy sea.

It was reported that the Southwold lifeboat of the Society had also been instrumental in saving the brig *Elizabeth*, of Lowestoft, and her crew of seven men, from destruction. When the lifeboat crew boarded the vessel she had seven feet of water in her hold, but the captain implored them to try to save his vessel. The effort was made, and after great exertions, the life-boat men succeeded in getting the vessel safely into Harwich. It was also stated that the Ramsgate life-boat had been instrumental, in conjunction with a steam-tug, in bringing safely into harbour the brig *Les Trois Hermanos*, of Hamburg, which was in distress on the Goodwin Sands, during a heavy snow-storm, on the night of the 27th ult.

The Institution voted £99. 15s. 6d., to pay the expenses of the life-boats of the Society at Bude Haven, New Brighton, Walmer, Tenby, Middlesborough, Wexford, Cahore, Arklow, and St. Andrew's, for different services during the recent stormy weather.

The Silver Medal of the Institution and a copy of its vote on parchment were also voted to Major Festing, of the Royal Marine Artillery, who, with twelve fishermen of Hayling Island, put off in a boat and rescued, at the imminent risk of their lives, two of the crew of the schooner *Ocean*, of Plymouth, which was totally wrecked during a fearful gale of wind on the Woolsiner sand banks, near the entrance of Langston Harbour, on the 14th ult. The fishermen had received a large sum from a local subscription for their gallant services.

Various other rewards were also granted to the crews of fishing boats

and others, for saving life from different wrecks on the coasts of the United Kingdom. Payments amounting to upwards of £2,000 were ordered to be made on various life-boat establishments.

The Committee decided to give an annual payment to the assistant-coxswains of the life-boats of the Institution who had hitherto been unsalaried. It was reported that the Institution had sent during the past month new life-boats to Poole, Dorset; Penzance, Cornwall; Bridlington, Yorkshire; Tramore, County Waterford; and Girvan, Ayrshire. The several Railway and Steam-packet Companies had as usual readily conveyed the life-boats to their stations free of charge. Public demonstrations had taken place at most of the above places on the arrival of the life-boats. New life-boats built by Messrs. Forrest & Son, under the superintendence of the Institution, had also been recently forwarded to the Life-boat Societies at South Holland and Marseilles. The General Steam Navigation Company had kindly given both boats a free conveyance on board their steamers. Reports were read from the Inspector and the Assistant-Inspector of Life-boats of the Institution on their recent visits to some of the life-boat stations on the coast. It was stated that a legacy of £200 had been left to the Institution by Mrs. Morgan, of Cheltenham. Messrs. Leaf, Sons, & Co., of Old Change, had expressed their desire to present the Institution with the whole expense of a life-boat station. Henry Nixson, Esq., of Manchester, had also intimated his intention of defraying the entire cost of a life-boat establishment. The Commercial Travellers had, through Mr. W. Bishop, of Boston, transmitted a contribution of £149. 10s. 11d. to the Institution in aid of the cost of their second life-boat. The proceedings then terminated.

DEMOLITION OF DOUGLAS BREAKWATER.

SELDOM if ever has this Island been visited by a storm such as that which occurred on the 29th of January. In many respects this tempest stands alone, and will long be remembered in the annals of this Island. It was unequalled in its fury and unexampled in its destructive effects; yet like many other providential visitations, it was not unmixed with mercy, for happily it was short in its duration, and its short but furious career was unattended with loss of life on this coast.

On the day prior a signal was hoisted at the Coast Guard Station, indicating that Admiral Fitzroy anticipated a gale from the southward. This timely notice, and the confident reliance now placed upon these

signals by all prudent mariners, probably contributed to render the gale which followed comparatively free from disastrous results to the shipping of this port.

It was soon evident that this warning and the precautions taken in consequence thereof were by no means needless, for on the 28th a fresh breeze sprung up from the S.S.E., and varying between that point and S.E., continued steadily to increase in violence until about noon on the 29th, when it had reached the full fury of a hurricane. The spring tide being then at its greatest height, and being augmented by the action of the wind, those parts of the town near the harbour and shore seemed threatened with an inundation. The pier-head, the market place, and the quays were submerged to such an extent as to be for some time almost impassable. So much indeed, did the water in the harbour exceed its usual bounds that at tide time it seemed not improbable that some of the light vessels swinging at their moorings would be washed ashore and shipwrecked in the market place. The roll of the sea was so great, even in the harbour that the vessels could not lie safely at their moorings close alongside the quay, and in consequence of the unusual height of the tide some vessels undergoing repairs at the upper part of the harbour were washed off the stocks. It is said, however, by persons well able to judge, that the force of the sea in the harbour was in some measure at least diminished by the breakwater, which was then outside bearing the brunt of a hopeless battle with the elements. Yet it cannot be said that its protection to the mouth of the harbour was very effectual, for even the pier-head, which had withstood many an angry tempest, sustained very serious damage. The red stones with which it is faced were in some places split, and in others torn up and washed away; and it would appear that the outer portion of the pier between the mooring posts and the harbour, especially at the upper part, has taken a considerable inclination outwards, as if it had been undermined by the continuous concussion of the boisterous waves.

All the slips and portions of the streets communicating with the shore were, like the Quay, rendered for a time impassable by the influx of the tide; and persons wishing to return from church to the northern parts of the town were compelled to take a more circuitous route than that which they are accustomed to pursue along Strand Street, Castle Street, the Marian Road, and the Crescent, for all these streets and roads were flooded in a greater or less degree. In some of the houses on the shore side of Strand Street, the lower rooms were flooded to such a depth that the lighter articles of furniture were floating about the rooms.

The storm continued to rage with equal violence during Sunday afternoon, and, if possible increased in fury as the night drew on. Throughout the whole of the day such portions of the breakwater as had not been completely and securely fastened were washed away and driven on shore, and the usual quietude of the day was disagreeably broken by carts, conveying this timber from the shore to the Harbour Works yard. As this was the only really severe storm which has visited our coasts since the commencement of the breakwater, the liveliest interest was felt as to its effects upon that structure. Every person seemed to expect its downfall and in this instance their gloomy anticipations of the worst were not doomed to meet with an agreeable disappointment. Although it had withstood the morning's tide without suffering very serious damage, it was evident that the wooden structure was totally inadequate to the task of successfully resisting the mountainous waves which swept round Douglas Head; and when the sea returned to the assault in the evening, with redoubled fury, it speedily succumbed. One frame after another was snapped off close to the rubble base and swept into the bay, which was in a short time strewn with drifting beams of timber. Some of the frames were carried away almost entire, while others were splintered into the smallest fragments. The strong iron bolts and nails with which the timbers had been fastened together were broken or bent into all possible shapes. The light and the little house containing it were carried away at an early hour, and before morning the work of destruction was completed. The abutment built of stone remained apparently uninjured; but of the wooden part of the structure, of which above 500 feet had been completed, scarcely anything was left, and even the broken fragments which remained standing were so shaken and fractured as to be totally useless for the purpose for which they were designed. Forty-five frames had been set up, and the seaward portions of the first twenty of these, nearest the stone work, were left standing, though in a very crippled condition; but their inner portions being unprotected by the rubble were carried away. The next three or four frames were destroyed; then three or four stood partially erect and partially in ruins; and beyond that, further out, all the others were entirely demolished. The drifting wreck of this huge structure was scattered over the bay, and on Sunday night and Monday was piled in heaps on the shore as it was washed up by the tide. Mingled amongst the wreck of the breakwater itself were broken fragments of waggons, travelling cranes, and other machinery which had been used on the works. Some of these fragments were of such massive proportions that it was a matter of astonishment how the sea could ever break

them up and transport them so speedily to such a distance. The loss sustained by the contractor, in consequence of this destruction of his machinery, is estimated at upwards of £1000. As might be expected these floating baulks of timber did considerable injury to the shore walls with which they came into contact, for scarcely any masonry could resist the tremendous force and persistent assaults of these ponderous battering-rams. Hence more than one-half of the boundary wall of the Promenade was overthrown, although when submitted to the influence of the sea alone it stood with only the loss of a few yards of coping. The walls of the King's Yard, occupied by Messrs. Tremlow as a fish-curing store, and the back walls of the Imperial Stables, as well as the protecting bulwark of the Hospital suffered very severely.

Editor's Locker.

REGATTA FIXTURES.

Dublin, 21st February, 1865.

SIR.—As the season for fixing the time at which the various regattas for this year is now fast approaching, I think a few words addressed to the committees through your columns on the subject may not be out of place, as it is of great consequence to all who wish well to the sport of match sailing, and especially to the owners of racing vessels, that there may be no clashing amongst, at least, the principal fixtures.

Of late years, the very inconvenient custom of holding the regattas in different localities at regular times of the year has grown up, and by tacit consent, May and most of June has been allotted to the London Clubs, who generally have their principal matches, if the tide suits, the end of the Derby week or during the one after it. The Channel Regattas, as they are called, next in regular order with intervals of about a week during July, and those in the Solent beginning with the Squadron week, the one after Goodwood Races in August, generally closing with Plymouth, or some of its neighbouring ports towards the end of that month. This with the slight variation of a week here and there caused by the necessity at many places of starting on an ebb at a reasonable hour of the morning, and finishing with a flood, and of avoiding spring-tides has gone on for some years until I had hoped that it had got into a regular groove; but a little bird has whispered to me that the R. Y. S. have some idea this year of bringing their regatta forward to the week before instead of after Goodwood, i.e. the middle of July instead of 1st of August. If they carry out this design, especially this year, when from the lateness of Easter the Epsom week is particularly late, the Derby not being run until the 31st May, they will throw the whole arrangement into confusion; and I hope that in that case the Committees of the Clubs

in the Channel will disregard the R. Y. S. fixture altogether, and not make confusion worse confounded by attempting to crowd their regattas together, so as to allow time for vessels to get back to the Solent so early.

When the handsome prizes given at Liverpool, Dublin, and Cork, and the hospitable way in which all strangers arriving in yachts are entertained at these ports, all prizes being thrown freely open to all comers their matches will always command good entries; and this year the great Dublin Exhibition being open will be another attraction, and induce many yachts to make their way to the Irish capital and its excellent port at Kingstown, at the time of the regatta, and to remain there for some days.

The arrangement I should propose is that given below, and though a day may be changed from local reasons here and there, I cannot see much objection to any of the fixtures, though perhaps a tide might be better a day or so later, but time must be given in case of unavoidable postponements as happened at Queenstown and Liverpool last year; and to let vessels get from port to port without overtaxing their crews, with fair time for repairs and overhauls. It may be objected that I have left out the Royal Northern, but this I have done on purpose, as it was found by experience impossible to crowd all into the space of one month, and the Clyde lies so far north and out of the way, that racing yachtsmen do not like to go so far away, and it seems better to have the Royal Northern gathering a more local affair for the Scotch and Irish yachts alone, and held at a time of year when many people are attracted to Scotland for the sporting, &c., after the regular racing season is over. If you think these remarks worth a place in your magazine they may catch the eye of some of the powers that be, and so accomplish the object of

Your obedient Servant,

RED WITH WHITE MALTESE CROSS.

To the Editor H. Y. M.

Days proposed for holding the Channel Regattas, 1865.—Royal Western at Queenstown, Tuesday and Wednesday, 27th and 28th June, (fixed); Royal Mersey at Liverpool, Wednesday and Thursday, 5th and 6th July; Royal Irish at Kingstown, Thursday and Friday, 13th and 14th July; Prince Alfred Club at Kingstown, a Match, Tuesday 17th July; Kinsale Regatta, Saturday 22d July; Royal Cork at Queenstown, Monday and Tuesday, 24th and 25th July; R. Y. S. at Cowes, Monday 31st July; Royal Victoria at Ryde, Monday 7th August.

ROYAL YACHT CLUBS.

February 23rd, 1865.

SIR.—Having seen in your magazine a notice of the establishment of a club calling itself the Albert Yacht Club, at Southsea, with a notification of the intention of its founders forthwith to apply for an Admiralty Warrant and to blossom forth The Royal Albert Yacht Club, allow me in what I believe to be the true interests of yachting to say a few words on the practice now so

common of multiplying Royal Yacht Clubs ; and wherever half a dozen yacht owners can be found resorting to or living near a port getting up a special club at that place and calling it a Royal Yacht Club ; and let me premise that what I write is entirely directed at the practice itself, and its inconvenience to yachtsmen, and not meant in the smallest way to damage the Albert Club, or hurt the feelings of its promoters of whom I never heard, and moreover I believe that from its locality it has more chance of success, and less of dying the usual death by slow starvation until reduced to a mere name, than most others of the kind.

It would be invidious to mention names, but I think I may appeal to your own experience, and to that of your readers, as to how many of the seventeen or eighteen Royal Yacht Clubs whose names appear in your Annual List really deserve to be ranked as Royal Clubs, and who devote their funds and energies to the promotion of yachting interests. Some exist but in name, others have really no connexion with yachting except a flag-staff outside their premises, on which are displayed the colours which the warrant from the Lords of the Admiralty authorize to be flown *on board* the vessels belonging to the club, and the great majority of the members of which care not a straw for yachting or yachts ; but think the name of a Royal Yacht Club sounds well.

The usual process in getting up these clubs is that a few active men either wanting a place to lounge and play billiards in, or fired by a desire to be somebodies, resolve to get up a club, and for this purpose canvas any half-pay naval officers who may reside in the place, and generally make one of them an honorary secretary, (as the R.N. looks nautical) ; they then apply to all yacht owners who may live within a circle of twenty miles, or who have any connection with the port either by having unluckily won a prize there, or otherwise, and get their names ; thus a nucleus is found, and a fair fleet *on paper* shewn ; then a memorial is sent to the Admiralty for permission to deface the national colours by the addition of some device, and to the Lord Chamberlain for Her Majesty's patronage and leave to assume the title Royal, and another Royal Yacht Club is formed and duly enrolled in *Hunt's Yacht List*, where it seems to stick for ever ; although in many cases owners having many calls on their purses, or giving up yachting, get tired of paying annual subscriptions (or being dunned for them) by a club which they never saw, or whose burgee they never fly, and drop off one by one until there are hardly enough vessels left to furnish flag officers, and the club either goes on as a mere place for bathing and drinking and billiard playing, or collapses altogether, leaving the few absent and conspicuous members to be sued by the tradesmen for debts unpaid ; and is never more heard of in the yachting world, until a doubt arises at some regatta as to the qualification of a vessel or owner to start for a prize, when " Oh ! I am a member of the Royal —— Yacht Club," must silence all objection as it cannot be proved on the moment whether any subscription has been paid for the last year or not.

The number of Royal Yacht Clubs ought to be circumscribed and adapted

to the wants of yachtsmen and the ports suitable for such institutions, and with one on the Solent, two on the Thames, two in Dublin Bay, one at Liverpool, one at Leith, one on the Clyde with a branch at Belfast, one at Cork, one at Plymouth, and perhaps one at Hull, a yachtsman could have little difficulty in gaining any qualification or useful advantage which the title gives, and the words in most regatta programmes "open to vessels belonging to members of Royal Yacht Clubs and having such on board," would have some significance.

The more yacht clubs for the increasing of yacht sailing and the practical knowledge amongst gentlemen of how to steer and handle their own vessels, the better. The Prince of Wales, Prince Alfred, Ranelagh, Temple, and Clyde Yacht Clubs are most useful and excellent institutions in themselves; but it is utterly absurd to have Royal Yacht Clubs cropping up in every direction, and a heavy tax on owners who are supposed to be obliged to join them.

Yours,

To the Editor H.Y.M.

SATIS.

THE CUTTER YACHT "WAR HAWK."

February 23d, 1865.

SIR.—My attention has only this day been directed to a letter from "A Sub." in your February Number respecting this vessel. She was on the Welsh coast last year for about six months with a gentleman who was testing the utility of a new kind of diving apparatus, by employing the same whilst raising the machinery of a large steamer that had sunk off Lundy Island, he used the yacht for the purpose of conveying himself, his divers, and the apparatus referred to, between Cardiff, &c. and the island, as occasion might require. She was not employed in such heavy work as raising cargo and materials of sunken vessels; and, as far as I know, for I was never present, was merely used for the purposes I have stated, she has never been made a salvage vessel of in the true acceptation of that term, nor was it ever intended by me she should be. She is now lying near London and is for sale, and as your correspondent observes, anything but a bad spec, although I cannot agree with him in thinking her too lean aft; she carries her beam well aft, but has a raking stern post, as the following dimensions will show:—

	ft. in.
Length of keel	58 6
Length from stem to stern post	64 3
Length over all	70 6
Main breadth	15 9
Depth	9 4

Draught forward 6ft. 8in., aft to 10ft.

She is 66 tons R.T.Y.C. measurement, and being 60 tons register she has the room of many 80 to 90 ton yachts, she is very strong, very fast, and a

splendid sea boat, I am not aware that she has been raced since she took the Emperor of Russia's Cup at Cronstadt about twelve years ago for Mr. Bartlett, who then owned her, and after the race sold her to Prince Wittgenstein; but I am inclined to think that in anything like a stiff breeze she would successfully compete with a good many of the more modern racing craft.

I did not see your reply to a correspondent about her in your Number for January, or I should have replied to it in time for your February Number.

Yours, &c.,

To the Editor of H.Y.M.

OWNER OF WAR HAWK.

THE ROYAL LONDON YACHT CLUB.

February 10th, 1865,

SIR.—I am very loth to trouble you with any remarks on the late proceedings of the R.L.Y.C., but as a member residing at a great distance I cannot remain silent on a subject which, in my opinion, is of vital importance to this hitherto, unanimous and peaceful club,—which liberally threw open their matches to all comers, without membership, but has now come to the decision of rejecting any yacht unless the owner is entitled to fly the Blue ensign with the City of London arms thereon: the policy of this measure is much to be doubted.

The Thames has been for a long period the trial water for all new yachts in the south, and this club has participated in these trials to a great extent. Now it is to be feared that the new rule of exclusion will prevent owners of such yachts from coming round to fraternize with them; and therefore much amusement of non-owner members will be curtailed; besides will not the prizes be at the mercy of such vessels as the Glance, Vindex, Phantom, or some other crack belonging to the club—to one of these it will be an annual gift.

I am sorry that Mr. Farmer's excellent speech did not have more weight with the members, and that only 28 out the large number stated to have been present, should decide this important subject. How many of that number were yacht owners would be worth knowing.

This club also is about raising the subscription, for what purpose may I ask? Does it not now possess a surplus in the funds, besides a very numerous list of paying members, whose yearly contributions are all-sufficient to provide prizes for the two days' matches, which it annually holds, and defray the expenses of management? If the members residing in London require billiard, smoking, and reading rooms, let them pay the increase, not such as myself, who merely come up to see the matches, and pay my money with pleasure to forward the interest of yacht sailing.

Under these circumstances I consider it will militate against an augmentation of members, and will cause many distant residents to withdraw.

Yours,

To the Editor H.Y.M.

A COUNTRYMAN.

THE ALARM AND LULWORTH.

February 26th, 1865.

SIR.—Noticing in your January Number an answer to a correspondent about the Alarm and Lulworth being on the mud at Lymington, allow me to add they have been purchased by a gentleman who is bringing them both out this season with the intention, I believe, of wresting the palm if he can from some of the more modern racing craft; and they will prove formidable competitors no doubt.

Yours, &c.,

To the Editor H.Y.M.

V. W.

(The following appeared in "*Bell's Life*.")

ROYAL THAMES YACHT CLUB.

February 15th, 1865.

MR. EDITOR.—I am well aware that, as a general rule, the affairs of a club ought not to be made matter of comment in a newspaper by any member of the club, but a communication to *Bell's Life* on the affairs of the Royal Thames Yacht Club hardly comes within that rule. In the first place the Royal Thames Yacht Club has, for many years, occupied so prominent a position in the yachting world, that its meetings and proceedings have been no more private or privileged from publication than those of the Jockey Club. In the next place there is nothing in the present disputes which any one can feel hurt by the publication of; and lastly, many of the country members who do not attend the meetings, or know what is going on, are in the habit of reading your paper, and will so have an opportunity of learning. Moreover, even those who do attend the meetings are likely to listen more to a letter than to a speech imperfectly heard in a turbulent meeting of excited clubbists.

The club, as every one knows, under its ancient management, has grown rich and numerous, possessing upwards of 900 members and property to the amount of above £6,000. The older members are almost exclusively men connected, more or less, with yachting. Many of them either live out of London or belong to other clubs, and care very little about the club-house and its conveniences; but a very large proportion of the new members look upon the R. T. Y. C. simply as a London club, and wish to extract as much luxury as they can out of it. We have, therefore, two parties honestly, but utterly in opposition, one headed by the Commodore, caring little for the house, and anxious to obtain money for yachting purposes; the other, which I will call the party of action, caring nothing for yachting, and anxious to advance and obtain a regular West End club. The older party are perfectly content to go on upon the present system, and either to come to some arrangement with the present landlord or manager, or to find another; and they wish to remain as we are, the first yacht club in the world, with a club-house in London.

The party of action wish to advance, to spend the £6,000 we now have, raise £30,000 or £40,000 more, buy land, and build a palace in a command-

ing situation ; and so, in fact, become a cheap West End club ; and they imagine that as we have done so well on a £3. 3s. subscription we can do all this in addition on a £5. 5s. subscription, in defiance of the experience of some twenty or thirty other clubs, and probably not calculating on the loss of a large number of the country and yachting members, who will be much tempted to obtain the privileges of flag, &c., at a lower rate from some other yacht club.

It is understood that there are difficulties with the present manager, and the party of action naturally take the advantage of this to urge the expediency of having a club house of our own, and becoming independent of managers, &c. ; but I need hardly say that if we begin to meddle with bricks and mortar (and no doubt stone is contemplated), our £6,000, the fruit of many years care, will disappear like a drop in the ocean, and if the club can pay its own way, it will not be able to afford anything for matches or prizes. Where such diametrically opposite views prevail, the obvious course would be quietly to divide the club into the R.T.Y.C. East, and the R.T.Y.C. West, let each member select which he would join, and let the club funds be divided proportionally ; the yachting men remaining with the eastern division, and finding a moderate house, the non-yachting men remaining with the western division, and building themselves a palace. Of course, however, one large club is better than two small clubs, and it is to be hoped that we may hold together, which can only be done on the present system.

No doubt there are difficulties in the way, but surely it must be easy to find a tolerable club house and manager now these new and gigantic hotels are built, either in one of them, or in one of the old hotels, whose business is diminished by the new establishments, and let us hope that this may be done. Whichever plan is determined upon, the decision in a matter of such importance ought to be that of the whole club, ascertained by proxy papers in the case of large and important body of members, who are either absent from London or disinclined to face the noise, smoke, and heat of one of our nocturnal meetings.

Yours, &c.,

C. M.

P.S.—Since this letter was written I have seen an advertisement from the R. T. Y. C., inviting tenders from "parties who may have suitable premises to offer in the locality of the present club house." Without stopping to criticise these expressions I will observe, that it is not possible to understand from the advertisement whether the committee are inquiring for a site on which to build, or a house, or a house and manager. However, as the advertisement is dated Feb. 14, and the tenders are to be sent in on or before the 25th, they can hardly expect much result from such a brief invitation.

MR. EDITOR.—Every one must agree with your correspondent "C. M.," when he says that the public press is hardly the place wherein to discuss the

private affairs of a club. In this instance, however, he adduces reasons which may, perhaps, be considered sufficient for rushing into print, and there is no doubt, irrespective of the very disagreeable atmosphere in which the meetings of the R. T. Y. C. are held, that there are many members, either from want of opportunity or listlessness, who would know nothing of what is going on in the councils of the club unless brought before them in a journal which they all read.

I feel exceedingly loth to address you myself, and trust I may be pardoned for saying a few words in answer to your correspondent, on a subject now engrossing the attention of the committee of the R. T. Y. C. At the same time I do hope that your correspondents on the affairs of the club will be few, and that whatever is written may be penned in a spirit of moderation and liberality, as no good can possibly come from angry discussions and bickerings, which will only result in doing injury to the best interests of the club. The question at issue seems to be whether the club, with certain supposed antagonistic interests can exist, or rather go on existing?

Now, as a yachting man, and one also occasionally requiring the use of a club, I may, perhaps, be considered to represent the two interests, and I really cannot see why the club should not be carried on as to give as much accommodation as a frequent visitor to London can desire, and at the same time the matches be conducted as at present, showing, as they now do, more spirit than any other yacht club in the kingdom. I think the idea of a division perfectly suicidal, and certain to result in the total destruction of both. Surely a club which has hitherto prospered so well, may still prosper under the same management, with some little alteration of accommodation, which is imperatively called for on account of the great increase of members!

I certainly for one protest against bricks and mortar *in posse*, as well as house and large establishments *in esse*, the latter being quite out of character, and being also, in my opinion, the great folly of the day. I candidly confess that I feel much interested in the question, inasmuch as I gave up a club simply because my last mutton chop and glass of sherry cost me some twenty guineas (not having entered the place for three years), and about that time finding that the R.T.Y.C. gave me quite as good a club as I required, with a moderate subscription and the advantage of being able to hoist the most sporting flag afloat, I gladly joined them. Of course I shall not be a little disgusted to find that my next mutton chop, &c., at the R.T.Y.C. will have cost me as much as at my old club, which will probably be the case if a swell house is bought and my subscription raised, neither of which I care the least about.

It seems to me that there can be no reason why a *moderate-sized* house in the present neighbourhood better adapted to the requirements of the club should not be bought or rented and the club conducted upon much the same footing as other clubs. I would make those using the commissariat department pay for it by a proper charge, and not make it so low as to oblige the

committee to dip into the subscription of those who do not use the club house, in order to square the account; and I would study economy in the number of journals taken, I think that if a little care and attention were taken in these departments a sufficiently comfortable club for all ordinary purposes might be maintained, and sufficient funds remain on hand to give the same prizes to be contended for, which have made the Royal Thames Yacht Club so justly celebrated. A little wisdom and moderation in council, a good deal of proper management of the household expenditure, and, bearing in mind the motto of *mitate fortior*, should put the club on such a footing and in such a position as any of its members and best wishers could desire.

Yours, &c.,

A YACHTSMAN.

MR. EDITOR.—There is a letter in your last impression proposing to divide the Royal Thames Yacht Club into two parts, one of which, consisting of yachtsmen, are to "find a moderate house" for themselves; while the other (consisting, principally, of City men, "caring nothing for yachting") are to build a palace, and call it the "Royal Thames Yacht Club West." The claim of such a body to such a title appears somewhat doubtful. It is well known that, although yachtsmen hold a high position in this country, the yacht clubs are inferior to most other clubs. A new yacht club is required, to which none but yacht owners would be eligible. It might be small, but it would be united, and if the form of proposal and ballot (now a mere farce) were discarded, I am convinced that a large number of members would be enrolled, and we should have a flag which could fly besides that of the Yacht Squadron, without the present disagreeable contrast.

Yours, &c.,

R.T.Y.C.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Mersey.—The February meeting of this club was held at the club-house, the Tower, Liverpool, when Commodore Graves presided; the financial statement for the past year was presented by the treasurer, after being duly signed by the auditors, and proved very satisfactory, considering the liberal prizes which were given at the last regatta. The heavy gale at the time put the club to a heavy expense, having to be delayed a day or two, extending the time to five days instead of three. During the last twelve months there has been a further sum invested in Dock bonds of the port. Several new members were admitted.

The annual ball came off February 8th, and was largely and fashionably attended, at the Town Hall. Commodore Graves and all the officers were present, and the stewards' arrangement gave general satisfaction. There will be a very handsome sum from the ball to be given in aid of the funds for

the training ship for orphans of sailors, &c., for which purpose it is intended to devote the proceeds.

Norfolk and Suffolk.—The annual meeting of the members of this club was held at Norwich on the 4th February: the accounts read showed a sum in hand of about £87, to commence the season. W. H. Clabburn, Esq. was re-elected Commodore; H. P. Green, Esq., Vice-Commodore; P. E. Hansell, Esq., Rear-Commodore; and C. W. Millard, Esq., Secretary. The Committee are, the flag officers, the Hon. O. G. Lambert, Capt. Douglas, Messrs. Brown, Bond, Bullard, Everett, Morgan, Nightingale, Stewart, and Col. Wilson.

The annual dinner of this club will take place at Great Yarmouth, on Wednesday, May 17th, and the opening trip on the following day, to start from Yarmouth. The regattas will be as follows—Cantley, Thursday June 8th; Wroxham, Thursday, July 6th; and Oulton, Tuesday, August 8th. A subscription list has been opened for one or two additional regattas during the season—one is proposed to take place from Buckenham Ferry to Reedham, and back again; and another, if there be funds sufficient, to be held in Yarmouth or Lowestoft Roads.

Ranelagh.—The monthly meeting was held February 8th, when it being the time for the election of officers for the year, those in attendance retired from the room, and Mr. Boyd was unanimously appointed to the chair; and he proposed their re-election in a business-like manner, remarking that the club had been very fortunate in having for their Commodore, (Colonel Evelyn,) a gentleman who had the interest of the club, and yachting in general at heart, and they could not do better than re-elect him. Their next officer, Vice-Commodore Pick, they all knew, was a long-tried and ardent supporter of the club, and although severe illness had prevented his attending for some time past, it was with pleasure, all his fellow-members greeted his re-appearance that evening; and in re-electing him they secured a valuable officer. In proposing the re-election of Rear-Commodore Chaplin he had only to remind them that he had on many occasions lent them his ready assistance, besides placing his screw steamer at their disposal, and helping them in other ways. In naming the Treasurer (Mr. Lenthall,) he could not find words to express the feelings of esteem, regard, and respect in which that gentleman was held by every member of the club. Since the day of Mr. Lenthall joining the club he had in every way studied its interests, and in the hour of need he stood by them, and relieved them from their difficulties. In naming the next officer (Mr. Royston) the cup-bearer, he expressed the thanks of the club for the ready assistance rendered by him as secretary pro tem, and although younger men might be more energetic, still they could not fulfil the office with more satisfaction to the club. Mr. Boyd concluded by moving the re-election of all the officers (applause).

Mr. Hampton said they were so unanimous in their feeling to their officers that the motion need scarcely be seconded, and he should therefore suggest that re-election be carried by acclamation, which was accordingly done.

The officers having been admitted, they severally returned thanks.

Mr. Boyd gave notice of his intention to move, at the next meeting, that Sailing Regulations 1—4 be altered to read as under :—"That yachts start from their buoys or slip from their moorings at the option or discretion of their owners." It might be remembered that the club had frequently after its matches—since they had gone below bridge, and thrown their races open—had altercations with members of other clubs concerning this very point. No later than last year they were detained upwards of an hour entertaining a question of this nature, and he thought it desirable that, as other clubs allowed yachtsmen to do as they pleased as regarded starting, the Ranelagh should conform to modern usages, and do the same.

An animated discussion took place, until Mr. Boyd reminded the members that this was a matter for consideration at the March meeting, when the conversation dropped, and shortly afterwards the meeting was adjourned.

The annual ball of this club came off on the previous evening at the St. James's Hall, and proved a much more decided success than any which have preceded it, no less than 300 ladies and gentlemen being present. Dancing commenced at half-past nine to Coote and Tinney's Band, and was kept up till five o'clock, relieved by the usual supper at one o'clock. At this Lieut. Colonel Evelyn, the Commodore, presided, and gave the usual toasts of "The Queen," "The Club," and "The Ladies," Mr. Keene adding that of "The Officers;" and everything passed off in the most pleasant manner.

Temple.—The adjourned monthly meeting was held on February 4th, at the club-house, Essex Street, Mr. Gardner, Commodore, in the chair, and proceeded with the election of officers; Mr. Gardner being elected Treasurer, Mr. Moase, Hon. Secretary, the office of Rear-commodore remaining vacant. The question of removal was next considered, and it was decided that the club be removed to Mr. Matthews's, Freemason's Arms Tavern, Long Acre, where the future meetings of the club will be held. Votes of thanks were passed to Mr. Fricker for his kindness and attention during the time the club has been held at his house, and to the gentlemen who gave their services in carrying out the club ball. The following gentlemen, in addition to those previously on the list, were proposed for election next meeting night: Messrs. Anderson, Lusty, Bishop, Smith, Molina, Todhunter and Matthews.

Royal London Yacht Club.—The February meeting was held on the 18th, at the club-house, when Mr. Eagle, the treasurer, took the chair, in the absence of Commodore Arcedeckne, through illness. After the minutes of January had been read, and several new members had been elected, the secretary, Mr. Gregory read the following "Report of the Special Committee appointed by the club at the December meeting, 1864":—

"Your committee beg to report that they have given their best and anxious attention to the important matters referred to them for their consideration and, having made numerous enquiries relating thereto, and after anxious deliberation at several fully attended meetings, your committee have unanimously come to the following resolutions, which they beg to recommend to the club for adoption, viz:—1st. That the entrance fee of the club be increased to £3 3s. at

the earliest moment it can be done. 2nd. That on and after the 1st of January 1866, there be but an uniform rate of subscription, and that such subscription be £3 3s. 3rd. That this committee are of opinion that an engagement should be entered into with Mr. Elder for securing the rooms now occupied by the Farmers' Club in addition to the present accommodation, at a rental of £450 per annum for the whole, to include a special waiter exclusively to attend upon the R.L.Y.C., fire, lights, furniture, &c., with any other requirements which the committee may deem necessary, such engagement to be in the first place for one year only, with liberty to this club to continue the premises on lease for a further term of years, and that a committee be appointed to carry out this arrangement. 4. That if the entrance fee and subscription of gentlemen remain unpaid after the first club meeting following their election, the secretary to write to the proposers of such gentlemen, informing them of the fact, and calling their attention to Rule 18 of the club, and that in the event of such entrance fee and subscription remaining unpaid until after the second club meeting following the election, the names of such defaulters be posted in the club rooms, with the names of their proposers attached thereto."

The chairman then observed that, as he had been chairman of that committee, the meeting would no doubt like to hear some few words in explanation of the course which the committee had seen fit to adopt in this matter, and he might preface his remarks with the observation that the committee had given the matter their most serious consideration, for they did not meet once or twice upon the subject, but several times, and had looked at it in every point of view, and did not decide without having weighed in the most careful manner all the points and questions at issue. [hear, hear.] The committee had felt most strongly with the club that increased accommodation was wanted, and they were confirmed in that opinion by the crowded state of the room that evening. [hear.] There could be no doubt that however much the room in which they now sat might do on ordinary occasions it was not large enough for the requirements of the club on monthly meeting nights; and the committee, he might say, would endeavour to obviate this difficulty, and not only do this, but provide accommodation of a permanent character in other ways, so that members might be induced to come to the club-house of an evening and make more a club of it. The first suggestion was that they should have a billiard room; which would probably be the room above that in which they were sitting, and which was now held by the Farmers' Club. They would have liked to secure two more rooms, but that at present, at any rate, seemed impossible, and it was, therefore, for the club to decide whether they were content with the proposed increased accommodation; for, in short, they must be content with this or nothing at all. More accommodation they could not get in that house, and if they desired a larger room than that in which they now met they must shift their quarters from that hotel, in which they had been accommodated with considerable advantage to the club for many years past, and he could only say that on the part of the committee there was not the least disposition to do so. He thought the accommodation proposed to be provided would meet the case, and he did not think that they were paying too much for it. The landlord

had met them in a very fair spirit, and only asked them the same money which he had been in the habit of receiving for the room above, and which at any time he could command again, and it was for the club to consider whether they would incur this additional outlay, and whether they would be content with the additional accommodation after what he had told them, and considering the matter in all its bearings. Among other things taken into consideration by the committee was a suggestion as to the advisability of going further westward. There they could get every accommodation they wanted, it was true, but they would have to pay dearly for it. They had an example of West End clubs before them, and what the members of this club wanted was to enjoy themselves without that fuss and bother which a West End house must entail. [hear.] They had made some enquiries upon this subject, and he could only hope that the club would be satisfied with the results of the committee's deliberations. The additional accommodation proposed would entail an increased rental of £250 per annum, and would probably involve some further outlay besides, looking at the accommodation the club required. The rental he thought pretty moderate, and it was for the club to consider whether the committee offered them sufficient accommodation. All they would get would be a billiard and smoking room, and this latter was very much needed, for he had often heard it complained that when members came into this room to dine they found people smoking, and this was one of the things the committee proposed to remedy if practicable. The committee had been unanimous in their report, and now it remained for the club to say whether they would incur the necessarily additional outlay. The committee had thought it would be desirable for the interests of the club to do so, but of course they did not wish to go against the whole club, if they with their additional knowledge and experience should consider that the committee were wrong. The committee had simply done their duty, and trusted to receive the support of the club. [hear, hear.] There was yet another little matter upon which he wished to address them. They would notice that in the final clause of the committee's report especial reference had been made to the fact that many of the newly-elected members had neglected to pay their subscriptions. Now, there could be no denying the fact that this was a disgraceful state of things. The committee, looking at this, had thought necessary to add the clause spoken of, and this he hoped would have the effect of inducing a better state of things. In conclusion he would repeat what he had expressed on behalf of the committee on a former occasion, viz. that body had felt that the club could not now stand still ; it could not remain *in statu quo*, but must either go forward or rapidly backward. [hear, hear.] The committee had so deeply and so earnestly considered the matter, and had attached so much importance to it, that he had thought it desirable even after they had come to a satisfactory conclusion that they should meet again, and he need only say that on that occasion, after again carefully considering the matter, they had confirmed everything which they had decided upon previously. He now left the report with the club. He need not impress upon them the importance of the subject ; he

need not, he thought, ask them to consider it in all its bearings, and in every way before they voted upon it, but he hoped every member present would, if he felt it necessary, express his views upon it, as the committee would be very glad to receive any opinions but their own, could they feel convinced that the club would be benefitted by adopting such opinions. He now concluded by moving, as the organ of the committee, that the report be received and adopted.

Messrs. Powell and Crosaley seconded at the same moment, and then ensued a very animated discussion opened by Mr. Sneath, who, while giving the committee all the credit and all the thanks which were undoubtedly their due, for the careful manner in which they had considered this subject, yet thought that their report was somewhat vague, inasmuch as the club did not yet as clearly understand what accommodation they were to receive for the sum of £250 per annum, and wished to know whether the billiard-room was to be separate from the room in which they now were, and whether they contemplated spending £250 per annum extra simply to give a few members a dining room?

The chairman, in reply, observed that Mr. Sneath had only to go to the report for his answer. The arrangement entered into with Mr. Elder would secure the club the rooms now occupied by the Farmers' Club, viz. a room above that in which they were now, of about the same size, together with a small bed-room and dressing-room adjoining. What the club thought of converting those rooms into, the committee had not considered, but those were the rooms the club would acquire for the additional rental, and no further accommodation could be afforded the members.

Mr. Gossett earnestly impressed upon the meeting the necessity of considering this matter properly before they decided on anything which they would be bound to stand by. For his own part, he thought they had better let well alone. They were very prosperous—their treasurer's half-yearly report showed that they had money in hand, besides what was in the funds; 100 members, they were told, had joined during the past year, and why therefore were they in need of money? They were told that they were to have these additional rooms for an additional rental of £250 per annum, but they must look further than the rental. These rooms would have to be fitted up and rendered habitable, and the committee had said nothing about that. He heard that the club had a nice little nest-egg in the shape of £300 in the Consols. How far would that sum go towards the rental and other expenses. [hear, hear]? The committee had no doubt devoted much time and attention to the consideration of this matter, and the best thanks of the club were due to them. Therefore he, in common with his brother members, would be extremely loth to vote against that body, unless the reasons appeared to be very weighty indeed. He would, however, earnestly ask them not to rush hastily to a decision in this matter, and the principal objection he raised to the increase in the subscription was this: the club numbered in its ranks 100 old members, who paid their guinea a year, and came up to town once a year; perhaps, but this was of rare occurrence, more often.

How could the club go to them and ask them to pay three guineas per year if they did not get their *quid pro quo*? The members he spoke of would not pay it; nine-tenths of them would leave the club directly they were asked to pay three guineas, and instead of getting £300 a year by them the club would lose £100 a year. The club was now doing well, the committee wanted it to be better, and the physic they were giving it was this enormous additional rental, which, in his opinion, would swallow up all their income, and be the means of killing them. He really did hope that they would pause before they decided, and if possible again adjourn this matter for re-consideration.

Several other gentlemen spoke on the subject, which was ultimately carried by a majority of 28 to 5.

The annual ball was held, as usual, at Willis's Rooms, on Tuesday evening. The ball room was tastefully decorated with flags, &c., and Messrs. Coote and Tinney's admirable band was engaged. Originally the number of tickets had been limited to 400, but owing to the great demand, some fifty or sixty more were issued, Mr. Alexander Crossley having disposed of the very large number of 100 tickets. The room was consequently somewhat thronged, but dancing was kept up with great spirit. At one o'clock an elegant supper was served, great disappointment was caused by the absence of Mr. Arcedeckne, the Commodore, whose absence, we regret to state was caused by illness. Mr. Arcedeckne's racy and humorous speeches have always been a great source of attraction to these entertainments, but on the present occasion his post was well filled by Mr. Edwards, the Vice-commodore, who proposed the toasts with commendable brevity. These were the "The Queen," "Success to the Royal London Yacht Club," "The Commodore," "The Chairman," (proposed by Mr. W. H. Russell, the celebrated *Times* correspondent,) and "The Ladies," in whose name Mr. O'Beirne returned thanks in a somewhat flowery speech). Dancing was resumed after supper with unflagging energy, and kept up until nearly daybreak.

NEW DRIP PAN.

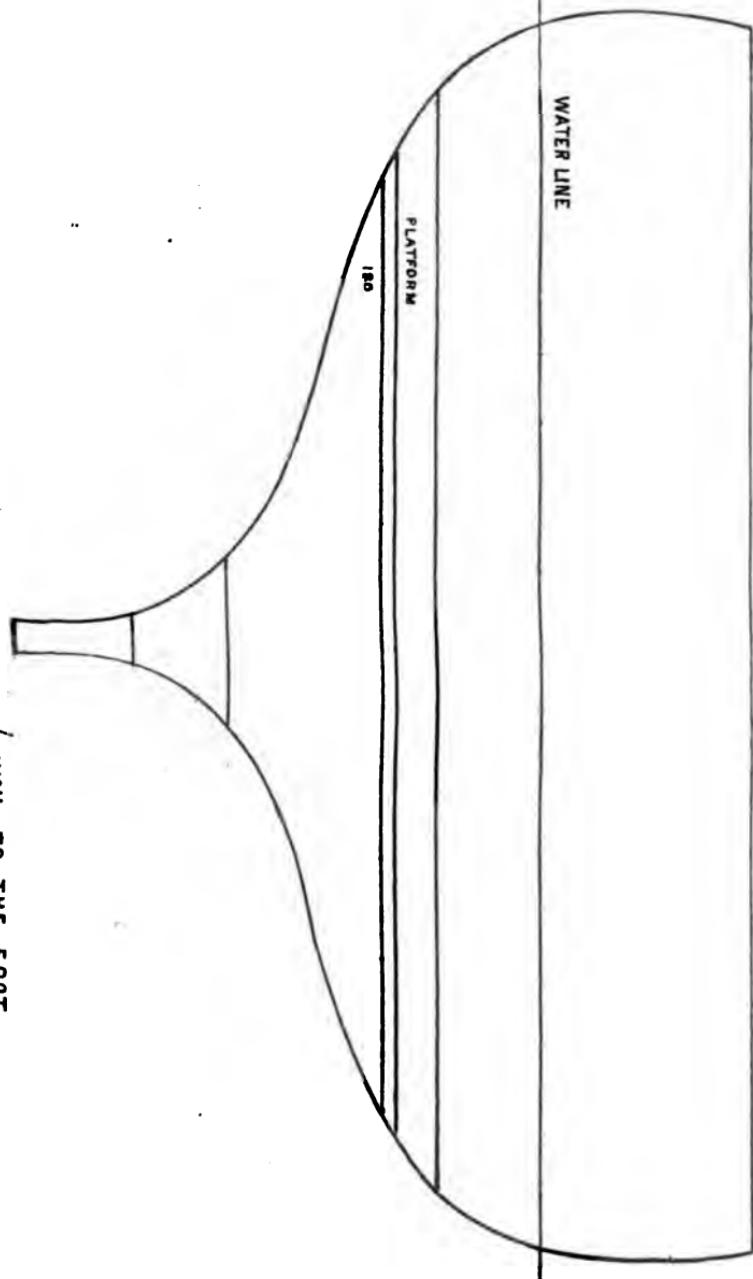
We have received a very useful, and we may say ornamental article, a Glass Drip Pan, which ought entirely to supersede the old tin, being free from the likelihood of leaking which has ever been a great annoyance on board a well kept yacht. Their cannot be a greater proof of their excellence than the following testimonial from one of our original subscribers who says:—"I have tried them for two seasons, and find them all that can be desired, and I am fully satisfied they only require to be known, to be adopted by all yacht owners, you will confer a benefit both upon the inventor, (Mr. Hudson, China and Glass Warehouse, Queen Street, Portsea,) and your subscribers, by giving it an early notice." The pan may be seen at our office, 6, New Church Street, N.W., London.

A LOVER OF YACHTING.—We should gladly insert more frequently the lines of crack yachts, but builders are very chary of allowing the public an insight into their successful handiwork. Owners could, if inclined, help us.

SEE PAGE

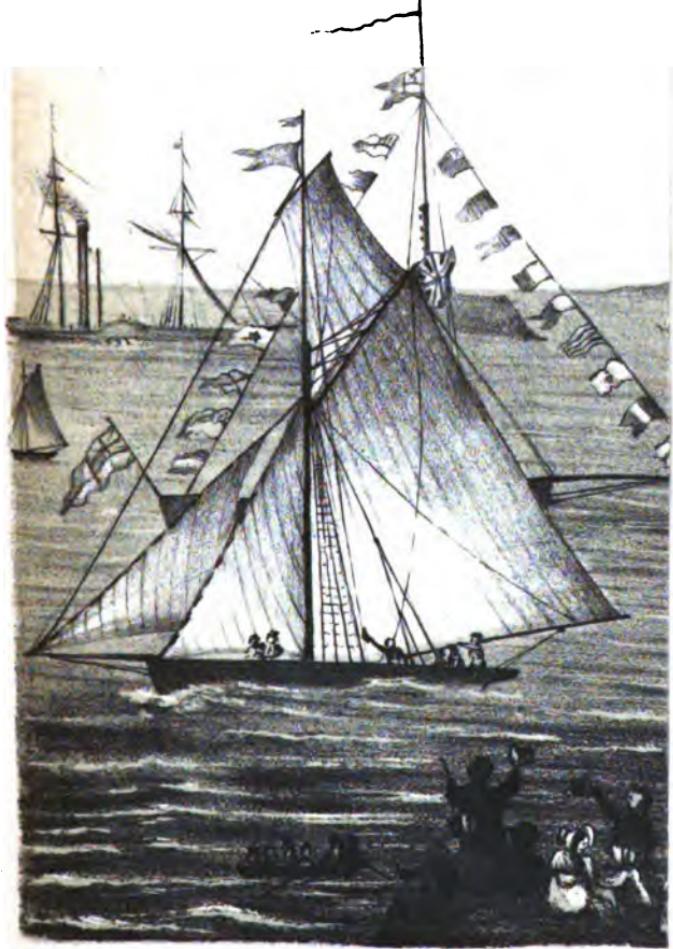
PUBLISHED IN HUNT'S YACHTING MAGAZINE, APRIL 1965

GREATEST SECTION OF PERI.
1/6 INCH TO THE FOOT.



MIDSIDE SECTION OF PERI. 27 TONS. BUILT 1967

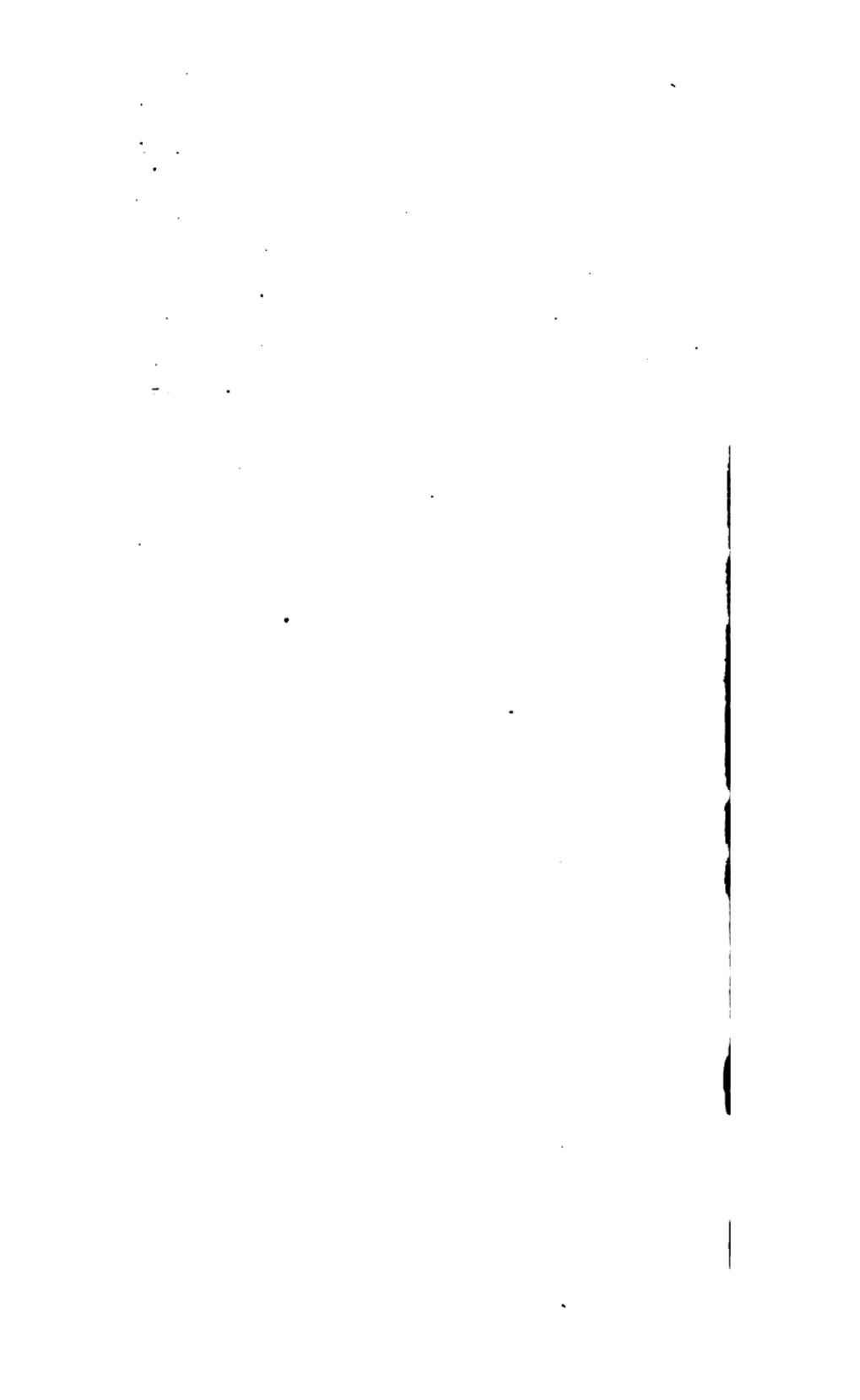


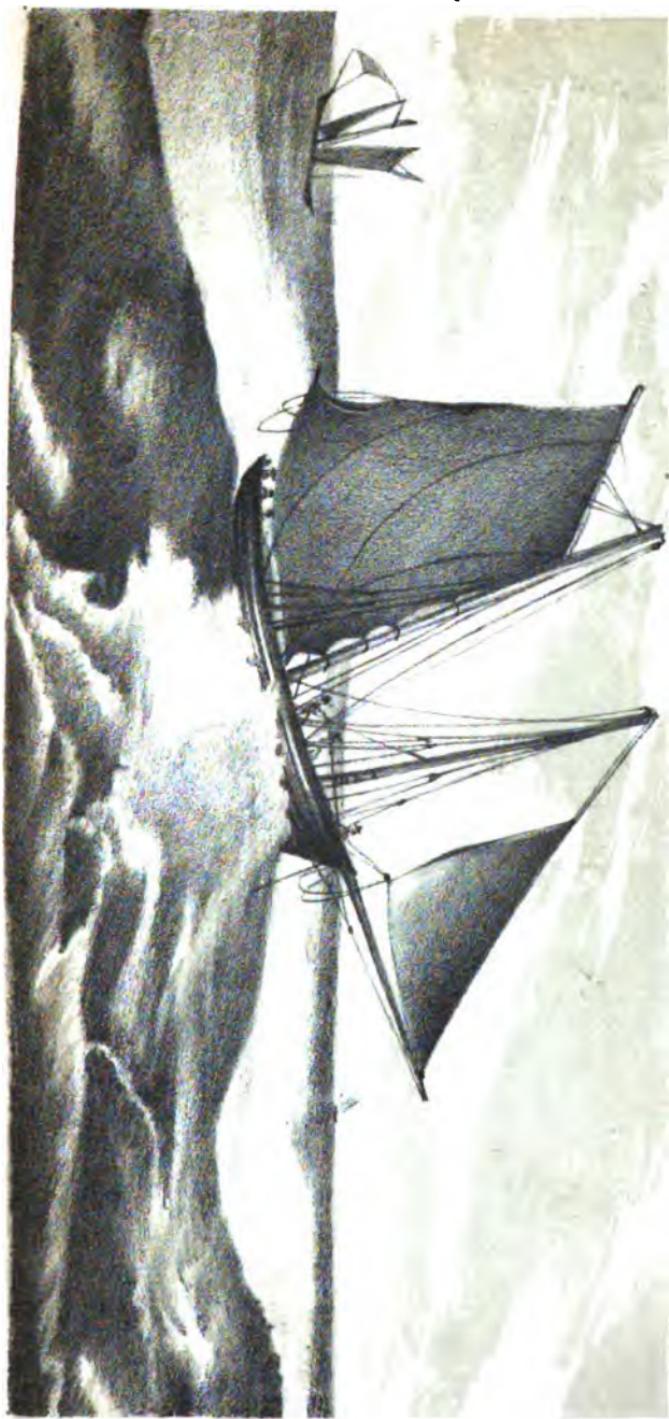


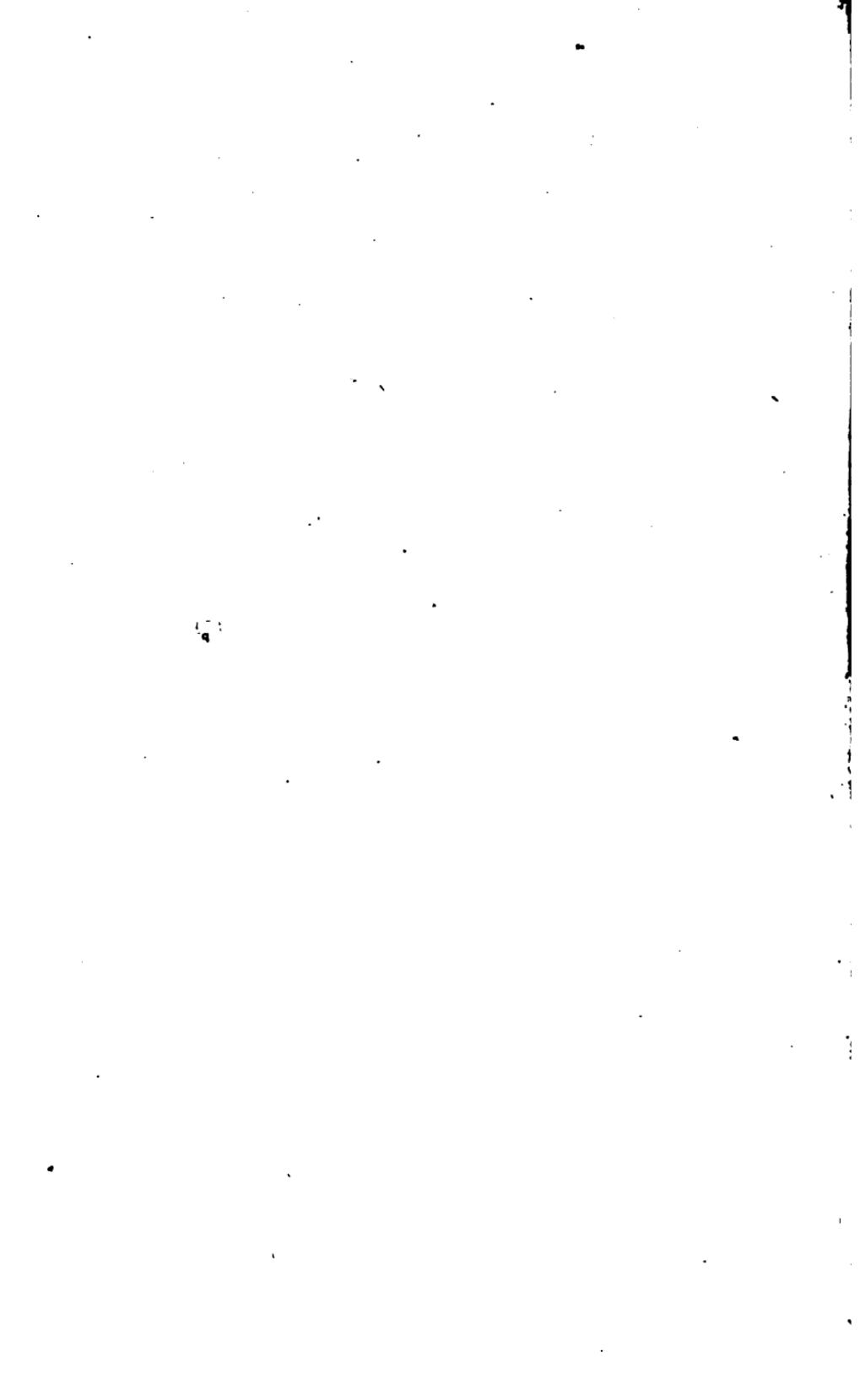
PEARL
Marquis of Anglesey

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The Pleasure Yachts which started for this prize were







HUNT'S YACHTING MAGAZINE.

APRIL, 1865.

SKETCHES OF THE YACHTS AND YACHTING OF DUBLIN BAY IN THE OLDEN TIME,

*With Records of the Rise and Progress of the Yachting Clubs
Established on its Shores.*

BY RED WITH WHITE MALTESE CROSS.

HAVING lately been turning over the leaves of the first volume of *Hunt's Yachting Magazine*, in which some interesting accounts are given of the origin of the Royal Yacht Squadron, and of the Royal Thames, Cork, and other Yacht Clubs, it occurred to me that a similar sketch of the first annals of the noble sport as carried on upon the beautiful sheet of water which forms Dublin Bay, in times before Kingstown Harbour had assumed its present importance as a yachting station, and before a stone had been laid of the handsome club-houses which now adorn it, might be equally productive of amusement, I therefore applied to Mr. Fielding Scovell for liberty to inspect the books of the old Royal Irish Yacht Club, to which his late respected father was for some time honorary secretary, and by the help of these and the very valuable and kind assistance derived from other friends, amongst whom I must especially mention Mr. Isaac Williams, formerly one of the most distinguished oarsmen of the port, and since then well known as the designer, builder, and skilful amateur sailor of many small craft, I have thrown together some notes, which with the kind permission of its editor I offer to the readers of *Hunt's Magazine*, as containing a faithful pic-

ture of the sort of boats used in the days when yachting first began to be followed as an amusement in these waters, and a record of those vessels which were winners of the principal matches from the time Lord Anglesey first came to Ireland as Viceroy to the breaking up of the original club, with the intention, if the subject prove interesting, of supplementing them in next month's number, with an account of the origin and progress of the present yacht clubs, and of the regattas held by them from 1840 up to the present time.

Between the years 1820 and 1828 the yachting station of the citizens of Dublin was chiefly at the classic locality, yclept Ringsend Gut, situated at the confluence of the rivers Dodder and Anna Liffey, which latter divides the city into two nearly equal parts: the present noble safety harbour at Kingstown, then called Dunleary, although commenced in 1817, being far from completed, and the craft then in use were therefore usually small. The build of those from 4 to 8 tons was called "The Dantzic," and they were chiefly constructed in the Prussian ports of the best oak timber, clinch built and very strong, although put together with wooden pegs. They had their garboard streaks very hollow under the idea that it made them weatherly, the stern was round, and as, when imported, they were too shallow for yachts they were usually raised upon two or three strakes, and copper-fastened between each pair of pegs, a false keel four to six inches deep with a false sternpost, and a half-deck with gangways, were also added. The larger were cutter-rigged, the smaller had merely the mainsail and foresail, the latter sometimes carried out on a fiddle-head. These boats were from 15 to 18 feet keel, 6 to 8 feet beam, and 4 to 5 feet deep, very round in their bottom and sides, jumped much in a seaway, and were wet and uncomfortable, but very safe and stiff. They had no great rise of floor and were full fore and aft, both ends being at first much alike, but in course of time the square sterns came into fashion, and several of these boats were opened out, lengthened abaft, and altered accordingly; thus the mackerel tail was added to the cod's head, as sharp bows were not thought of at that period, and if proposed, would be condemned at once as being unsafe.

The larger and more ambitious craft of the same epoch, viz., from 8 to 20 tons, were fashioned on the mould of the celebrated "Kinsale Hookers," probably so called from their being chiefly employed in the hook and line fishery on the Nymph Bank, although that well known savant and yachtsman,—Dr. Romney Robinson,—would have it they were named after the Hook point in Holland, whence he considered the build was introduced. These vessels had full round bows and very fine

rungs, with great drag, their draft aft being fully double of that at the bow; (a form we have since seen adopted with great success in the case of the celebrated Cymbla,) they had great tumble home of the sides, cutter rig with mast well forward, and would sail under mainsail alone; fine sea boats but awfully wet, it being quite common to see the spray going over the gaff-end. The late Mr. John Marshall, of Ringsend, was a very successful builder of this kind of boat—the Naiad, 10 tons, built in 1824 for the Rev. Mr. Cottingham, and the Little Sally, 9 tons, were amongst his best efforts. The Sappho, 12 tons, E. Walpole, Esq., Griper, 8 tons, Grogan Morgan, Esq.; and the Big Sally, 20 tons, H. Molony, Esq.; were built in the South of Ireland, and first-class boats.

Although chiefly rigged as cutters, some of the yachts adopted the old Irish wherry rig, of which a capital picture from a sketch done many years ago by Mathew Kendrick, Esq., R.H.A., himself an admirable oarsman and sailor as well as artist, is appended to this article. This rig was used for many years as that of the pilot-boats in Dublin Bay, and is still in vogue amongst the small trawlers in Lough Swilly and Foyle on the north coast of Ireland, they had two masts, the main long and slight, raking much aft, while the foremast, a stouter spar stepped well forward, had, especially when the jib halyards were set up, a lean over the bows, bowsprit long and like a fishing rod, without any bobstay or purchase, and everything playing its own way.

These wherries which ranged from 20 to 50 tons were however famous sea boats, and one of them was always ready in the olden days for a fee of 20 guineas to run the mail bags or Castle despatches over from Howth to Holyhead when the regular mail cutters would not venture out. The yachts sometimes had also a main-topmast and carried a square, not a gaff, topsail; but the area of canvas set was very different from the fearful cloud of muslin which rises over the hulls of our modern clippers when the gun gives the signal to set sail and go; and to Mr. Molony, a Clare gentleman and owner of the Big Sally, may be fairly attributed the first introduction of large canvas. When preparing for the regatta of 1828 he took the main cabin out of the Sally leaving her open from the mast aft, as the idea in those days was that no vessel could sail unless when quite loose; and the crews of the smuggling luggers, of which a great number used to make their way to the Irish coasts in the days of high duties and protection, long, sharp, shallow, light-built vessels, were in the habit, when chased, of cutting the knees and beams to get more speed out of them. Mr. Molony then fitted her with a boom 14 feet and a gaff 7 feet over her taffrail, and having

done so, had great trouble in inducing any crew to go with him in her, the greatest dare-devils about Ringsend being frightened at the big mainsail. She carried it well however, and also her third jib set to her masthead as a topsail, (having no topmast,) while the other boats were double-reefed. This boat was about $9\frac{1}{2}$ feet draft aft, and $3\frac{1}{2}$ to 4 feet forward, and beat all the boats of her class with ease.

Up to 1828 the yachts always lay in the Rivers Liffey and Dodder, and yachtsmen had often a hard tug and late night out when the tide had turned, and they were forced to beat up against the ebb and stream of the river with the usual westerly wind, and many devices were resorted to to evade the labour, as tracking along the Poolbeg Light-house wall, towing and sweeping, while the little basin at the Pigeon-house Fort proved frequently a welcome refuge to the weary and benighted pleasure sailor. In that year, however, the appointment of that thorough yachtsman, the late Marquis of Anglesey to the Vice-royalty, gave an immense impetus to aquatics of all kinds, and although there had been previously some small sailing and rowing matches carried on in the Bay, chiefly for the stakes of a leg of mutton and trimmings provided by the beaten party, the records of which have perished with the vessels engaged, a committee was then for the first time formed to hold regular regattas at Kingstown, one of the principal members of which, was the then as now, deservedly popular harbour-master of the port, Lieutenant Hutchinson, R.N.

The first regatta conducted under their management commenced on the 21st of July 1828, and the principal event is represented in the print which forms the frontispiece to this article, and which is interesting not only from its subject but from its original being one of the first lithographs ever published in Ireland.

This sketch, very quaintly executed, represents the "Liberty," 42 tons, Earl of Erroll, winning the Kingstown Challenge Cup, the Ganymede, 69 tons, Colonel Madden, being about three yacht's length astern of her, as she passes between the Royal Charlotte (a yacht then kept for the accommodation of the Lord-Lieutenant,) and the Tiger revenue cruiser, which acted as flagship, the Thetis, 37 tons, Rev. Denis George, with her topmast carried away is third; while the Medora, 45 tons, Penthony Kelly, Esq., is just entering between the pier-heads. The Marquis of Anglesey himself in the left foreground views the race from the deck of the Pearl, (and a sad caricature the artist has made of that well-known vessel,) the noble lord himself, distinguished by the vice-regal or kingly attribute of being double the size of any one else on board, waving his hat and cheering the winner lustily. The curious

and diminutive cutter in the wake of the Pearl represents an extraordinary but well known little craft, of which the history is as follows:— A diminutive poor cripple, named O'Brien, about the year 1820 built a boat barely six feet in length, in which he used to sail about the river supporting himself partly by fishing, partly by begging. When George IV. was taking his departure from Ireland and embarking from Kingstown, 3d September, 1821, O'Brien and his boat attracted his attention, and finding her leaky and unfit for service, he ordered another of the same size to be built in Portsmouth dockyard and fully equipped, which he presented to the cripple, and she was named the Royal Gift. In this tiny vessel O'Brien spent many years during the summer afloat in the various harbours of the channel, whither he and his boat found their way, while in winter he sat in her all day in some place of public resort, as the quays of Dublin or Liverpool, soliciting alms, being always spoken of as Commodore O'Brien. After his death the Royal Gift was purchased by Mr. Mason, the optician in Parliament Street, and lay for a long time moored in the river opposite his shop, but being one day driven from her anchor she was bilged against Carlisle Bridge and sunk in November 1844, and, though afterwards raised, she was found too much damaged to be repaired, but her spars are still preserved by her owner as curiosities.

This regatta seems to have excited considerable interest among the citizens of Dublin and lasted nearly a week, the weather being very fine. The Liberty also winning £50 on the second and £40 on the third day, while the Betsy yawl, owned by the Honorable Colonel Ward, of Bangor, won £30. The ground now occupied by the Kingstown railway terminus was covered with tents and booths, where great jollity and feasting went on, and the Lord-Lieutenant gave prizes of sails and cordage to the amount of £100 to be contested amongst the fishermen of the port. In the month of March of the next year, 1829, his Grace the Duke of Northumberland succeeded the Marquis of Anglesey as Lord-Lieutenant, and the regatta which began on 1st June seems to have been conducted with unusual spirit, although the weather was very unfavorable. The Duke de Chartres was present. Lieut. Hutchinson, R.N., and the late Admiral Sir J. Coghill, (then a captain in the Royal Navy,) acting as umpires. The Royal Charlotte and Tiger were again the flag-ships, and the course as it appears on an old bill of the period was much as at present, but shorter, being from the harbour round a boat off the Muglins Rocks, $2\frac{1}{2}$ miles, thence round the Light-vessel stationed since 1811 on the Kish Bank, 5 miles, to a flag-boat anchored off the point of Howth Head, 6 miles, and from thence back

to harbour, $5\frac{1}{2}$ miles,—19 in all. The sports lasted three days, and prizes to the amount of 260 guineas for sailing, and 60 guineas for rowing matches were given, besides prizes for pilot and fishing vessels: of these, 110 guineas were presented by his Grace, and a cup, value 20 guineas as a challenge prize for four-oared gigs by Mr. Gresham. The entries were extremely large, comprising fourteen in one race, ten in another, nine in a third, and seven in a fourth. The Liberty again won the principal prize; and the Rob Roy, 58 tons, J. Meiklam, Esq., the Northumberland Plate.

Amongst the competing vessels we find some which were celebrated at the time, viz., the Peri, and the Big and Little Paddies from Cork; the history of which as it is that of a new era in yacht building, may be interesting. The larger yachts of this period very much resembled the revenue cruisers of the present day, being for the most part strong full-built cutters with bluff bows, a moderate and nearly equal rake of stem and stern-post, and with the fore-foot greatly rounded off, under the impression that it helped them in stays. They were masses of oak and copper, and had their beam about one-third of their length, and the depth about one-half of their beam; their mast was stepped about one-third from the bow, and metal on the keel or metal ballast cast to fit was seldom found, lead never. Schooner yachts were not seen here until about 1840, although there were some wherries as before described clincher-built from 40 to 50 feet on deck, 15 to 18 feet beam, and 7 to 9 feet deep, having square sterns, no counter, stem and stern-post raked about one-fourth of the beam, foremast stepped in the fore deadwood and upright, mainmast about centre of the keel, and considerably raked aft, bowsprit very long; they were, however, unhandy, and required a large crew to get the fore-sheet aft in blowing weather so were not much in favour, and the cutters before described, or yawls, were more in use.

In 1827 a real genius in the yacht building line arose in the person of the late Mr. Caulfield Beamish, of Cork, that true nursery for yachtsmen, which boasts of the oldest club in the world, established so long ago as the year 1720, and he brought out an entirely new style of boat; his object being to use his own words "In their construction to produce the greatest speed with least force, the greatest stability from form not from ballast." His first effort was the Peri, 27 tons; the most successful yacht of her tonnage and day, 38 years ago; and this vessel being a very remarkable craft, and as great an innovation upon all previous notions of yacht building as the America proved in later times, (and by-the-by the principle carried out in the former was much that exem-

plified in the latter more generally known clipper,) a diagram of the midship section kindly furnished by Mr. Williams is annexed. Her length on deck from stem to stern was 45 feet, beam 12 ft. 4in., keel 36 feet, fore-foot neatly rounded off equal to 6 feet rake of stem, rake of stern-post 3 feet, draught aft 7ft. 3in., forward 3ft. 3in., length of mast above deck 40 feet, stepped 18 feet from stem, boom 38 feet, gaff 24 feet; bowsprit (out-board) 21 feet, least freeboard 2 feet, height of bulwark 1ft. 6in., ballast 9 tons, half of which was lead, and cast to fit, but no weight on keel; 18 degrees of dead rise in floor, very sudden turn in bilge, and a hollow in the bottom close to the keel equal to the round of the bilge; height of cabin underdeck 3ft. 6in., with a booby hatch of 1ft. 6in. She had an extremely deep keel above 3 feet, her bow exceedingly sharp, cutter rig, and proved very fast as well as a good sea-boat, dry and easy. Mr. Beamish then built the Little Paddy of 42 tons, followed by the Big Paddy, 100 tons, the crack yacht of her day, and the above description will apply equally well to these, excepting that the rise of floor increased to 22½ degrees, and afterwards to 30 degrees, (Mr. B's maximum,) and the draft of water fore and aft was in the proportion of 3 to 5. All these craft were immensely fast, but having little or no accommodation the build gradually fell into disrepute.

But to return to our regattas:—The entrance money for the Northumberland and Gresham Cups, was, by a curious arrangement, to be given to the Mendicity Institution, and the sailing regulations were much as at present, with the proviso, however, "that vessels might trim ballast at pleasure," while the comfort and amusement of the spectators were consulted by a rule "that each vessel should carry a flag at her masthead 6 feet long by 4 deep," a display of bunting which would rather astonish some of the captains of our clippers in the present day.

In 1830 I can find no records of any regatta being held, and as his Majesty King George IV. died after a lingering illness on the 26th of June, it is probable that none took place; but that of 1831 which began on the 13th of August, Queen Adelaide's birthday, and lasted four days, was under the special patronage of King William IV., granted on the application of the Earl of Erroll, and was favoured by beautiful, though rather light weather. Lord Anglesey who had resumed the Vice-royalty in the December of the previous year again attended in the Pearl, while the Marchioness of Anglesey and the Ladies Paget were on board the Royal Charlotte. The Liverpudians seem to have had it all their own way, as the Dicky Sam, 20 tons, belonging to a Mr. J. C. Shaw, whose name appears frequently in the subsequent regattas held at the port,

carried all before her, winning on the first day the Kingstown Challenge Cup, with £20 added, against such much larger vessels as the Ganymede, 69, Colonel Madden, and Red Rover, 41, and Water Witch, 45, and on subsequent days the £30 given for vessels under 35 tons, and £40 for those under 50 tons; her big jib exciting great wonder amongst the newspaper scribes, and appearing to have stood her in good stead in the light weather which prevailed. The Emily, 15 tons, another Liverpool yacht, beat ten more for the £20 Plate; the Ganymede won £40 for yachts not exceeding 75 tons; and the Martin, 5 tons, Maria, 13 tons, and Auld Lang Syne, 7 tons, the other prizes, which with £50 given by the Lord-Lieutenant for fishing-boats, and stakes for rowing and sailing, amounted to a round sum.

No yacht club appears up to this period to have existed in Dublin Bay, although the letters R.Y.C., N.Y.C., and C.Y.C. standing after the names of several gentlemen who entered yachts mark the antiquity of the present Yacht Squadron, and of the Royal Cork and Northern Yacht Clubs, the latter of which was originally established at Belfast, and had a branch head-quarters there for many years, an arrangement which would be a great advantage to yachtsmen if re-established. It was not possible, however, that such a station as Kingstown could long remain unrepresented in the yachting world, especially as the facilities for keeping vessels and embarking and disembarking easily and safely, at all times of tide, were much increased by the progress made with the safety harbour commenced in 1817, which greatly added to the former merits of the beautiful bay as the head-quarters of a yacht club.

The return of the popular and much loved Lord Anglesey to these shores, and his bringing over his fine vessel the Pearl, seems to have stirred up the spirit of the yachtsmen of the port, and on 15th September, 1831, a meeting was held at the Gresham Hotel, and a provisional committee appointed to prepare rules, &c., amongst whom we find the names of Sir Robert Gore Booth and of Viscount Ingestre, R.N., the present Earl of Shrewsbury. Their next meeting took place on 20th September, when the name of "The Royal Irish Yacht Club" was assumed agreeably to a sanction given by King William IV. in a letter dated 15th August. The Lord-Lieutenant accepted the office of Commodore, and Her Royal Highness The Duchess of Kent became patroness, and presented a cup value £35, to be sailed for at the next regatta. The club appears to have gone on prospering and admitting many members, amongst them the present Marquis of Donegal then Earl of Belfast, at a subscription of 3 guineas, and an entrance fee of 5 guineas; and after a sharp passage of arms with the Royal Cork Club

on the subject of their new name, they received a warrant from the Commissioners for executing the office of Lord High Admiral of the United Kingdom, dated 18th November, 1831, authorizing all vessels belonging to the club to carry the white ensign of His Majesty's fleet with a blue shield on the centre of the cross charged with a golden harp and crown, surmounted with a tower from which a stag is issuing, and a white burgee also charged with a crowned harp in gold.

The officers for the year were, Marquis of Anglesey, Commodore, hoisting his flag in the Pearl, 97 tons, and Earl of Belfast, Vice-Commodore, Louisa cutter, 162 tons; Lieutenant-Col. Owen Lloyd, Honorary Secretary, and a truly efficient regular one he appears to have been as the books are beautifully kept, and show all the proceedings, cash paid and received, &c., most clearly. Their rules and regulations were much like those of the present day, while the use of a special distinguishing flag assumed by each yacht owner on admission and registered in the club books where they appear duly painted in colours, was inculcated and enforced, an admirable and most useful regulation. Their first dinner took place 14th February, 1832, when Lord Anglesey was in the chair, and a distinguished party assembled at the club-rooms in the Northumberland Hotel, where the club at first held their meetings, although during the regatta rooms were engaged at Kingstown for a fortnight. A general subscription list was opened amongst the citizens of Dublin, the officers of the garrison, and the ladies, to provide funds for the regatta which was fixed for 25th, 26th 27th, and 28th June. The committee which had managed the regattas of the previous years, seems to have come forward and handed over the £105 Challenge Cup, afterwards well known as the Kingstown Cup, and two Challenge Cups, value £21 each, to be contested for under the club management; whilst among other additions to their ranks the name of that well known and much lamented yachtsman, the late Rev. Denis George, appears enrolled. Previous to the regatta a resolution was passed adding a red cross to the burgee.

On the 25th June.—*The Kingstown Challenge Cup*, value £105, was sailed for: to be won twice successively by the same vessel and owner, no time allowed. The weather was fine, tho' after a two days' heavy gale, wind strong from W.N.W.

Louisa, 162 tons, Earl of Belfast; Kate, 42 tons, Colonel Lloyd; Emily, 15 tons, W. Watson, Esq.; Zephyr, 41 tons, J. Watson, Esq.; Circe, 29 tons, B. Verling, Esq., R.C.Y.C.; Dicky Sam, 20 tons, J. C. Shaw, Esq., (holder.) Entrance £3, from Louisa £1, from all the others £8. Won by Louisa, Zephyr second; Kate third.

The 11 Ton Cup:—

Red Gauntlet, 10 tons, John Patterson, Esq.; Ivanhoe, 10 tons, W. Troutbeck, Esq. Entrance 10s. each—£1 Won by Red Gauntlet.

The Gresham Challenge Cup, value £21. for four-oared gigs:—

Blue-eyed Maid, J. Watson, Esq.; Mermaid, W. Andrews, Esq.; Black Gig J. Kennedy, Esq.; Black Varmint, Lieutenant Brooking. Entrance £2. 2s. each—£8. 8s. Won by J. Kennedy, Esq.; this was the celebrated Kennedy crew, consisting at first of five and afterwards of four brothers, with Matt. Kendrick, Esq., as stroke, which carried everything before it on these coasts or some years.

26th June.—*The 15 Ton Cup:*—

Four entries, 15s. each—£3. Won by Ivanhoe.

Kent Cup, value £37. 10s., presented by H. R. Highness The Duchess of Kent. For vessels under 50 tons, belonging to members of the R.I.Y.C.

Kate, 42 tons, Colonel Lloyd; Orlando, 25 tons, Samuel Cooper, Esq.; Adelaide, 42 tons, William Lander, Esq.; Emily, 15 tons, W. Watson, Esq.; Zephyr, 41 tons, J. Watson, Esq.; Paul Pry, 23 tons, Joseph Swan, Esq.; Vampire, 49 tons, Rev. D. George; Dicky Sam, 20 tons, J. C. Shaw, Esq.; Druid, 45 tons, Thomas Congreve, Esq. Entrance £2. 2s. each—£18. 18s. Won by Adelaide; Vampire second; only 20 seconds behind.

Cup presented by Ladies of Kingstown, value £25. For four-oared gigs:—

Red gig, Arthur Kennedy, Esq., 11th Regt., (now Governor of Western Australia); Black Varmint, Lieut. Brooking; Tarry Breeks, J. Jameson, Esq. Won by A. Kennedy, Esq.

27th June.—*Cup* presented by Ladies of Dublin, value £35. Entrance 1s. per ton—£15.

In the subscription to this cup appear the names of the Marchioness of Anglesey, three Ladies Paget, Lady de Bathe, the Lady Mayoress, Lady Gore Booth, Marchioness of Donegal, Countess of Mayo, Lady Clencurry, Lady Talbot, Lady O'Neil, Lady Vivian, Lady Gossett, Mrs. Howard, and several other ladies of rank, which shows the popularity of the club.

Six entries. Won by Louisa, 162 tons, Earl of Belfast; whose size gave her a great advantage, as no time was allowed in any of these matches.

Cup presented by Messrs. Smith and Gamble, value £21. Yachts not exceeding 30 tons. Entrance £1. 1s. each, ten entries—£10. 10s.

Won by Paul Pry, 23 tons, Joseph Swan; Zephyr, 20 tons, second.

Victoria Cup, called after the Princess Victoria. Four-oared gigs:—Five entries, £4. 4s. each—£21. Won by A. Kennedy, Esq.

June 28th.—*Anglesey Cup*, value £100., presented by the Lord Lieutenant:—

Louisa, 162 tons, Earl of Belfast; Kate, 42 tons, Colonel Lloyd; Adelaide,

42 tons, W. Lander, Esq.; Fenella, 15 tons, Captain Lloyd; Red Gauntlet, 10 tons, John Patterson, Esq.; Zephyr, 41 tons, J. Watson, Esq.; Emily, 15 tons, W. Watson, Esq.; Paul Pry, 23 tons, Joseph Swan, Esq.; Circe, 29 tons, B. Verling, Esq., R.C.Y.C.; Zephyr, 20 tons, J. P. Phipps, Esq., R.C.Y.C.; Dolphin, 69 tons, George Courtney, Esq., R.C.Y.C.; Dicky Sam, 20 tons, J. C. Shaw, Esq.; Druid, 45 tons, J. C. Congreve Esq.; Shannon, 25 tons, Gore Booth, Esq.; Whim, 19 tons, Lieut.-Col. Cuyler; Hawk, 30 tons, Robert Morris, Esq. Sixteen entries at £1. each—£16. Won by Louisa.

29th June.—*Silver Cup*, value £30. Open to members of R.I.Y.C. only:—

Nine entries, at 10s. 6d. each—£4. 14s. 6d. Won by Zephyr, 41 tons, J. Watson, Esq.; Corsair, 85 tons, Col. Madden, second.

The course was the same as that in 1830, and in most cases the yachts went twice round; but it would appear that in drawing lots for buoys at starting, towards laying down which each owner paid £1. 1s, either on account of a difference in the weight of the moorings, or for some other reason each class according to size, seems to have drawn separately, and not as done in the present day. £10 was also given for fishing and £10 for pilot boats, and altogether the regatta went off swimmingly, and as most of the cups were gifts to the club it netted £92 in entrance fees. The art of giving a regatta out of owners pockets appears to have been nearly as well understood in those days as it is at many places in modern times.

The club began the next year, 1833, with a list of 254 members, amongst whom appear the Dukes of Sussex and Wellington as honorary members, the Marquises of Anglesey and Donegal, Earl of Belfast, Lords Ingestre, Lorton, Fincastle, Templemore, W. Beresford, and E. Chester, Sir W. De Bathe, Sir J. Baird, and other distinguished noblemen and gentlemen; and the fleet consisted of 52 yachts, measuring 1,896 tons. The entrance fee was five, and annual subscription three guineas. The only event of importance in the early part of the year, was the removal of the club-rooms from the Northumberland to the Clarendon Hotel in Brunswick Street, where some rooms were taken on lease and others built to them; and a resolution was passed that for the future no regatta should last more than three days. In their revised sailing regulations appears for the first time that well meant, but most mistaken rule, limiting the *number* not the *size* of the sails used in match sailing, thereby giving a direct premium to the professional racer, though the list of sails previously set sounds most troublesome, comprising mainsail, fore sail, jib, gaff-top sail, jib-top sail, ringtail, watersails, with a squaresail and square-top sail when off the wind, and I am informed by an eye-witness that he saw a huge jib-top sail got rid of as

the vessel rounded the flag-boat by the summary process of three hands simultaneously cutting halyard, tack, and sheet, and letting it blow clean away. Interference with the mode in which a sail may be set dates also from February 1833. In this year I may mention, *en passant* though it more properly relates to the latter part of this work, was established the Dublin Rowing Club, from which, or rather from its offshoot, (the Pembroke Rowing Club,) the present prosperous Royal St. George's Yacht Club adduces its origin; and at its first meeting a dinner at Morrison's, at which Samuel Lover, William Carleton, and other distinguished *literati* were present, (a song, a copy of which appeared in a previous volume of the *Yachting Magazine*,) was produced by its author, Mr. Oldham, and sung with great applause.

The Royal Irish elected as flag-officers—the Marquis of Donegal, Commodore; and Sir Robert Gore Booth, Vice-Commodore; Colonel O'Lloyd being again Honorary Secretary, with a committee of twenty-two well known yachtsmen; and by a letter from M. Tallyrand, dated 4th April, 1833, permission for the yachts of the club to enter the ports of France was officially granted, and hopes held out that "all dues of douane and tonnage would be remitted by the Ministers des Finances et de Commerce," with whom the Minister de Marine had communicated. Lord Yarborough the well known Commodore of the Royal Yacht Squadron, and that excellent yachtsman, whose untimely death was afterwards so much deplored, Francis Goold Esq., became members this year.

Yacht building went steadily on, and Mr. John Marshall, the Hatcher of Irish waters, following out the idea just tried in the Ruby, 10 tons, built the Pearl, 15 tons, and the Emily, 30 tons, for Colonel Kane; these latter were clinch-built, it being supposed that the lands of the planking contributed to give stability and each had less beam and more depth than their predecessor. The last, the Emily, being very narrow for her length, flat in the floor, very deep keel, sharp bow, and with the then great novelty of a weight of lead on her keel externally, she was first a cutter, but being found crank was turned into a lugger, and afterwards into a schooner.

The regatta began on 1st July, when there was a great *déjeuner* at Hayes's Hotel, Kingstown, at which Lord Anglesey, Vice-Patron of the Club, and a very numerous and fashionable company were present.

The Adelaide, 42 tons, W. Lander, Esq., won the Kent cup, and Kate, 42 tons, Lieut.-Col. O'Lloyd, the Kingstown Challenge Cup; the Syren, 15 tons, F. Hosking, Esq., R.C.Y.C., walked off with the 17 Ton Cup, and the Tippo, 14 tons, Robert Walker, Esq., R.I.Y.C., with the 14 Ton Cup.

2d July.—The *Anglesey Cup*, presented by the Lord-Lieutenant, value 100 guineas:—

Syiph, 20 tons, Richard Quin, Esq., R.C.Y.C.; Zephyr, 42 tons, James Watson, Esq., R.I.Y.C.; Adelaide, 42 tons, William Lander, Esq., R.I.Y.C.; Psyche, 20 tons, Thomas Barnes, Esq., R.I.Y.C.; Zephyr, 20 tons, Francis Hawkshaw, Esq., R.C.Y.C.; Peri, 27 tons, Thomas Jervis, Esq., R.I.Y.C.; Ariel, 29 tons, John M'Cracken, Esq., R.N.Y.C.; Blonde, 29 tons, E. Townsend, Esq., R.C.Y.C.; Kate, 42 tons, Colonel Lloyd, R.I.Y.C.; Tickler, 15 tons, John Grindrod, Esq., R.I.Y.C.; Circe, 29 tons, B. Verling, Esq., R.C.Y.C.; Tippo, 15 tons, R. Walker, Esq., R.I.Y.C.; Falcon, 15 tons, A. M'Leith, Esq., R.N.Y.C.; Hawk, 30 tons, John Scott, Esq., R.N.Y.C.; Gipsy, 25 tons, John Cooper, Esq., R.I.Y.C.; Dicky Sam, 20 tons, J. C. Shaw, Esq., R.I.Y.C.; Whim, 18 tons, Colonel Cuyler, R.N.Y.C.; Druid, 44 tons, John Congreve, Esq., R.N.Y.C. Won by Whim, Adelaide second:—blowing hard.

On the 3rd was sailed the *Dublin Cup*, value £35, which was won by the Kate, 42 tons,—thirteen entries; and the *County Dublin Cup* was won by the Circe, 29 tons—twelve entries. In the rowing match, for the *Garrison Cup*, the Recruit, manned by a crew of officers, for the first time beat the Kennedys and a crew of Cork gentlemen.

1834.—This year opened with the election of the same officers, while Lord Anglesey, who had been succeeded by the Marquis Wellesley as Viceroy, continued as Vice-Patron, and Lord Wellesley accepted a similar office. A letter was also received from Lord Palmerston, then Foreign Minister, enclosing a royal order sent through the British Ambassador at Madrid from Her Majesty The Queen Regent of Spain, allowing all yachts of the Club “to enter all the ports of the Peninsula without paying port or any other dues.”

The Earl of Miltown, and Henry Scovell, Esq., of the Queen Mab yawl, built by Captain Moppett in 1831, with several other members joined the club, and the regatta began on 17th July; but the weather was wet and unfavorable. The Kingstown Challenge Cup was won by Fanny, 75 tons, James Meiklam, Esq., R.N.Y.C., beating three others. The Dublin Cup for the first time was sailed in four classes, five minutes allowed at starting to each class, and a fifth flag-boat was added near the Poolbeg Light-house, which made the course nearly as at present: it was won by Clarence, 15 tons, R. Sinclair, Esq.; nine starting. The 18th was stormy, so the sports were held over to 19th, when the Kent Cup, £26. 5s. presented as usual by the steady patroness of the club, the Duchess of Kent, was won by the Vampire, 35 tons, Rev. Denis George. The Adelaide, (late the Ladies' Cup,) was also won by the Clarence; and the Commodore, Sir R. Gore Booth, having presented a Cup, value 50 guineas, for competition amongst yachts belonging to members of the Royal Irish, Cork, and Northern Yacht Clubs, in classes

of 10, 20, 25, and 30 tons, five minutes allowed to each class at starting; to be won twice in succession, it was carried off from twelve others by the same most successful little craft.

1835.—The records of the Club hitherto so ample and well kept, fell off so much in this year that little can be ascertained of the proceedings; Lord Haddington, the new Lord-Lieutenant, however, became Vice-Patron. The regatta was the 8th, 9th, and 10th July; and the Kingstown Challenge Cup, held by the Kate, was won by Corsair, 84 tons, Colonel Madden, beating two others. Nine entered for Sir Robert Gore Booth's Cup, confined to the three clubs, to be won twice in succession, which it appears to have been by the Clarence, the holder, as it disappears from the list of prizes. The Kent Cup only produced two entries, and was won by Medora, 47 tons, Colonel Cuyler. The Adelaide, (late Ladies' Cup,) went to the Clarence after a dispute with the Psyche as to whether the course was once or twice round. The Dublin Cup open to yachts under 45 tons, had an entry of twelve, and was won by Captain Gore Booth's Gleam, 29 tons, a boat well known for many years afterwards on these shores, and built by him in Scotland expressly for these regattas. The great prize of the meeting was the Gold Challenge Cup, value 105 guineas, presented by the Directors of the Dublin and Kingstown Railway, which had been opened in December 1834, and which having to be won twice in succession afforded sport for several years. It appears to have been at first confined to members of the club, and was contested by

Fanny, 75 tons, James Maiklam, Esq.; Medora, 47 tons, Colonel Cuyler; Dream, 66 tons, Andrew Rankin, Esq., (did not start); Corsair, 84 tons, Colonel Madden, (did not start).

Won by Fanny; which had carried off the Kingstown Cup in the previous year. At this regatta a regulation was made that no winner except of a Challenge Cup, should sail a second time.

1836.—This year the Royal Cork Club always active in search of improvements, appears to have tried to induce the Royal Irish to alter their mode of measurement, but after a meeting held on board the Honorary Secretary's yacht, the Kate, and a long debate it was decided to maintain the old system. The Duchess of Kent in presenting a cup according to annual custom, specially directed that it should be made in Dublin instead of London as hitherto, for the purpose of encouraging native talent, and henceforth be called the Countess of Dublin's Cup. The Earl of Mulgrave, the new Viceroy became Vice-Patron; but the old officers and secretary remained unaltered, and the records of the regatta are again full and ample. The race for the Gold Challenge

Cup took place on 30th June, and as the Fanny, the holder, was not fitted out, the competition was thrown open to all yachts belonging to members of Royal Yacht Clubs of 20 tons and upwards, in classes of 20 to 30, 30 to 40 tons, &c., allowing six minutes between each class:—twice round, course 24 miles.

Kate, 49 tons, Colonel O'Lloyd, R.I.Y.C., Wave, 54 tons, Rev. Denis George; R.I.Y.C.; Tartar, 30 tons, Abraham Morris, Esq., R.C.Y.C.; Noran, 69 tons, Major Mill, R.N.Y.C.; Katinka, 26 tons, H. Spencer, Esq., R.W.Y.C. The Tartar and Kate got becalmed, and Wave won.

Cup for Vessels under 20 Tons, value £20,—seven started. The day was squally and Falcon carried away her mast, and La Belle Anglaise her bowsprit. Zephyr, John T. Rye, Esq., won, but was objected to by Gertrude, 17 tons, Oliver Lloyd, Esq., as being over tonnage, but the Cork surveyor was appealed to and he made her $19\frac{1}{2}$, a tolerably close fit.

1st July.—*Kingstown Challenge Cup*, value £105 ; held by Corsair. Only two started, and the Noran, 69 tons, Major Mill, in a steady breeze beat Katinka, 26 tons, H. Spencer, Esq., easily, twice round course, 24 miles.

Countess of Dublin Cup, value £26. 10s., presented by H.R.H. the Duchess of Kent; and open only to yachts of the club under 50 tons.

Kate, 49 tons, Colonel Lloyd; Medora, 47 tons, Colonel Cuyler.

Won by Medora; but a dispute arose as to Colonel Cuyler's right to sail for this Cup, he being only an honorary member of the Royal Irish Yacht Club, although he had done so in both the previous years, and won it in 1835, and it was settled by Colonel Cuyler becoming a member and paying his entrance fee and subscription.

2nd July.—*A Claret Jug*, presented by the visitors and a few inhabitants of Kingstown for yachts stationed at the port.

Syren, 14 tons, William Andrews, Esq., R.W.Y.C.; Tickler, 15 tons, Merrick, Corsellis, R.I.Y.C.; Ariel, 17 tons, W. Leeson, Esq., R.W.Y.C.; Tippo, 15 tons, George French, Esq., R.I.Y.C., fresh breeze; Ariel first, Tickler second, and Syren third.

1837.—The regatta was fixed for 20th June.—*Kingstown Challenge Cup*, value £100; held by Noran.

Noran, 60 tons, Major Mill, R.Y.S.; Albatross, 74 tons, Phillip Gell, Esq.: R.Y.S.; Therese, 121 tons, Lord Clonbrook, R.I.Y.C.

Therese came in first, but a foul having taken place between her and Albatross, Noran claimed the Cup; and after a lengthened and fierce correspondence, the matter was referred to Lord Yarborough, the Commodore of R.Y.S., and by him decided in favour of Therese.

The *Countess of Dublin Cup*, value £25; the gift of H.R.H. the Duchess of Kent, for yachts under 50 tons. Open to all yachts of Royal Yacht Clubs, in classes, six minutes allowed each class.

Five started. Won easily by Wave, 26 tons, M. Perston, Esq., R.N.Y.C.

21st June.—The *Railway Gold Challenge Cup*, value 100 guineas, held by Wave, was postponed as Noran and Albatross would not start owing to dispute of former day, and the remainder of regatta was put off until 19th July, in consequence of the death of His Majesty King William IV.

19th July.—The *Railway Gold Challenge Cup* was contended for in classes, with 10 tons difference between each, and six minutes allowed.

La Belle Anglaise, 20 tons, Henry Scovell, Esq., R.I.Y.C.; Nonpareil, 18 tons, W. H. Magan, Esq., R.I.Y.C.; Amulet, 43 tons, John Meiklam, Esq., R.Y.S.; Tartar, 29 tons, Abraham Morris, Esq., R.C.Y.C. Won by Amulet.

Silver Cup, value £21, for yachts of Club under 30 tons, in classes, 10, 15, 20, 25, and 30 tons; three minutes allowed each class:—

Six started. Whim, 18 tons, Lord Miltown, won.

1838.—This year Her present Most Gracious Majesty became Patroness of the club, and an entire revision of their laws and regulations took place. Their late honorary secretary, Colonel O'Lloyd, after having filled the office in the most efficient manner since the foundation of the club was compelled to retire in consequence of the failure of his sight, and Henry Scovell, Esq., was appointed to succeed him. The regatta was fixed for 28th June in honour of Her Majesty's Coronation, and was on a scale of unusual splendour, three new yachts being built for members of the club,—Eudora, Atalanta*, and Dandy.

The *Kingstown Challenge Cup*, value 100 guineas, held by Therese, was sailed for in classes, six minutes between each class:—

Ariel, 15 tons, Dr. Bandreth, R.N.Y.C.; Dandy, yawl, 25 tons, Colonel Madden, R.I.Y.C.; Atalanta, 24 tons, Henry Scovell, Esq., R.I.Y.C.; Tartar, 29 tons, Abraham Morris, Esq., R.C.Y.C.; Gannet, 36 tons, Captain Newburgh, R.W.Y.C.; Medina, 44 tons, W. D. Fleetwood, Esq., R.C.Y.C.; Victoria, 57 tons, Daniel Connor, Esq., R.C.Y.C. Medina won by three minutes, Atalanta, second.

Four-oared Gig Race, *Silver Cup*, value 17 guineas:—

Three started. Won by Pembroke; Honorable Richard Trench, stroke.

29th June.—*Gold Challenge Cup*, value £105, to be won twice in succession, open to all yachts of Royal Yacht Clubs of 20 tons and upwards, 10 ton classes,—six minutes allowed each class: held by Amulet.

* This yacht was built by Marshall for H. Scovell, Esq., clinker work and very sharp in the bottom, but was at first cranky and had not sufficient depth, she was afterwards raised upon 18 inches, and a second stern-post added outside the old one making her 27 tons. Since then she has won many races, her last being the second class cup at Dunoon in 1861, and is still a good boat.

Atalanta, 24 tons, Henry Scovell, Esq., R.I.Y.C.; *Tartar*, 29 tons, Abraham Morris, Esq., R.C.Y.C.; *Amulet*, 43 tons, John Meiklam, Esq.; R.Y.S.; *Medina*, 44, W. D. Fleetwood, Esq., R.C.Y.C.; *Victoria*, 57, Daniel Connor, R.C.Y.C.

Very light wind, won by Medina, but a dispute arose as to whether she had let-go before the gun fired, which was decided by Lord Yarborough and the Committee of the R.Y.S., to whom it was referred on evidence taken on oath, against her claim; and the race was given to Amulet which having won it twice in succession finally retained it.

Silver Cup, value 22 guineas, open to all Royal Yacht Club vessels under 20 tons, three started, when a dead heat occurred between Ariel and Tickler, and on being sailed over again on July 2nd, with a fresh breeze, Ariel, 15 tons, Dr. Brandreth, R.N.Y.C. was the winner.

30th June.—*Silver Cup*, value 25 guineas, for yachts the property of members of the Royal Irish Yacht Club, classes of 10 tons, six minutes between each class; *Atalanta*, 24 tons, and *Tickler*, 15 tons, started, the former won by twenty minutes.

1st July, 1839.—*Kingstown Challenge Cup*, held by Medina.

Medina, 44 tons, W. D. Fleetwood, Esq., R.C.Y.C.; Union, 48 tons, Oliver Lloyd, Esq., R.C.Y.C.; *Atalanta*, 25 tons, Henry Scovell, Esq. R.I.Y.C.; *Gleam* 29 tons, Sir Robert Gore Booth, R.N.Y.C.; *Edith*, 69 tons, J. Ewart, Esq.; *Tartar*, 29 tons, A. Morris, Esq., R.C.Y.C.

Owing to a calm one of the flag-boats did not reach its station, and the race was claimed by *Tartar*, but resailed next day and won by *Union*.

Piece of Plate, value of a sweepstakes of £2 each, with £10 added, for all yachts belonging to the Bay of Dublin, half-a-minute per ton to be allowed on coming in.

Six started. Won by *Tickler*, 15 tons, M. Corsellis, Esq., R.I.Y.C.

2nd July—*Piece of Plate*, value of a sweepstakes of £5 each, with £25 added, for all yachts belonging to R.Y.C., in classes, 6 minutes between each class. Five started, run with Kingstown Challenge Cup, and won by *Union*.

Piece of Plate, value 25 guineas, for yachts of the R.I.Y.C.; *Gleam*, 29 tons, Sir R. Gore Booth, and *Atalanta*, 25 tons, H. Scovell, started; the former allowing six minutes on coming in and won, the wind being very light.

1840.—Sir Robert Gore Booth, Vice-Commodore presented the club with a cup, value 50 guineas, and the regatta began July 8th, with a Sweepstakes of 3 guineas for yachts under 20 tons, four started; won by the *Arminia*, 20 tons, R. E. Blake, Esq.

9th July.—*Kingstown Challenge Cup*, held by *Union*,—half a minute time allowed.

Katrina, 15 tons, R. J. Lane, Esq., R.C.Y.C.; *Arminia*, 19 tons, R. E. Blake
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Esq., R.I.Y.C.; Gleam, 30 tons, Sir R. G. Booth, Bart., R.I.Y.C.; Union, 48 tons, Oliver Lloyd, Esq., R.W.Y.C.; Iris, 75 tons, Sir Richard W. Bulkeley, Bart., R.Y.S.; Blonde, 29 tons, John Hely, Esq., R.M.Y.C.; Edith, 69 tons, John Ewart, Esq., R.Y.S. July 10th, Iris, 6h. 22m. 40s., Union 6h. 33m. 25s., Gleam 6h. 34m. 30s., winning by time. Strong wind with squalls and rain.

Challenge Cup, presented by Sir R. G. Booth, Vice-Commodore, value 50 guineas, for all yachts of R.I.Y.C., to be won twice in succession by the same owner and vessel.

Arminia, 20 tons, R. E. Blake, Esq.; Atalanta, 24 tons, H. Scovell, Esq., Tickler, 15 tons, M. Corsellis, Esq.

Strong breeze, won by Atalanta after allowing half-minute time, by three minutes.

10th July.—*The Ladies Prize*, value 25 guineas, Atalanta and Gleam started, the latter allowing five minutes time, once round, Atalanta won on time by five seconds.

With this regatta ended the life of the old club, which had been in a failing state and heavily in debt for some time, its yachts had fallen off, and members resigned, and soon after it was broken up, after eight years great success, and with it ends the first epoch of the history of yachting in Dublin Bay. That of the present clubs and their doings must be reserved for a future number.

YACHTS LAUNCHED.

DURING the last week of March, three more racing craft were added to the fleet. From Mr. S. White's yard, at East Cowes, a splendid schooner of 240 tons, O.M., for Thomas Broadwood, Esq., which is built on the diagonal principle, projected by the White family. This is considered far superior to the old fashioned plan, and it is hardly necessary to explain that the four sides of the vessel are formed of four thicknesses of planking, the two centre ones running from the keel to the gunwales in a slanting direction, and lapping each other, whilst the outer and inner planking run horizontal, as in ordinary cases, and there are no timbers above the floor. The schooner is named the Witchcraft, built of East India Teak, and is of the following dimensions:—Length for tonnage, 100 ft., breadth 22 feet, depth 11 feet, 3 inches.

The second yacht is on a smaller scale, the Kittiwake, cutter 20 tons, built under the superintendence of her owner, P. A. Iremonger, Esq., by Hugh Owen, of Bangor. She is expected to be rather a formidable rival to some of our present cracks.

The third from the yard of King Dan for Captain Whitbread, she is a cutter of 14 tons, and as usual with this loyal gentlemen, is called the Queen.

ROYAL NATIONAL LIFE BOAT-INSTITUTION ANNUAL REPORT.

Our Life-boat Service has lately become a great national weapon. A weapon which is wielded with great skill in combating bravely and successfully with the enemy of us all ; and it is a source of inestimable satisfaction to every friend of the cause of suffering humanity to find that our life-boats rescue every year from the jaws of that grim enemy—Death—nearly 500 lives of our fellow-creatures.

The Committee of the Royal National Life-boat Institution have again come before the tribunal of the British public with an able report rendering an account of their stewardship during the past twelve months, and appealing once more to that public for its continued assistance in the performance of that important national duty which is so admirably performed by the Institution.

In rendering that account, and making that appeal, the Committee are deeply sensible of the greatness of the responsibility which has been cast on them, arising from the nature and extent of the work which they have undertaken—a work on which hangs the issue of life and death. The great success, however, which Divine Providence has granted to their exertions, and the kind and liberal support which has been accorded by their fellow-countrymen, cannot fail, however, to encourage the Committee to renewed exertion, and have enabled them during the past year to increase considerably their Life-saving Fleet.

The Committee advert with much sorrow to the great loss which the life-boat cause has sustained by the death of their President, Admiral the Duke of Northumberland, K.G., who for fourteen years had actively co-operated with them in carrying out the annual and philanthropic objects of the Institution. As we have often mentioned in this Magazine, his Grace's name will long be remembered in connection with the preservation of life from shipwreck, and as having, through his munificence, brought into practical use the Self-righting Life-boat, which is now placed in large numbers around the coasts of the United Kingdom; and which has contributed during the past twelve years to the saving of thousands of lives from shipwrecks, not only on our own shores, but also on those of many foreign countries.

The Right Hon. Earl Percy, M.P., P.C., has kindly accepted the office thus rendered vacant by the death of the late esteemed President of the Institution. He is the eldest son of the present very aged Duke of Northumberland.

The most striking feature in the history of the Institution during the past year, as it also was in the preceding one, is the large number of splendid gifts, in the shape of the entire cost of new life-boats, which have been presented to it by philanthropic persons and collective bodies, headed by an anonymous donation from a "A Friend" of no less a sum than 5,000*l.*

The Institution during the past year has issued amended rules for the restoration of apparently drowned persons, which we published at length some time since.

In illustration of the general confidence which the Institution has obtained, it may be stated that three self-righting life-boats, fully equipped, and provided with transporting-carriages, have been built for the French Government, and others for associations at Marseilles, Bremen, and Holland, under the supervision of the Institution.

Naval officers from France, Russia, and Sweden have also been deputed by their respective governments to visit England, for the express purpose of examining on our coast some of the life-boats of the Institution, and their system of management. Each of these gentlemen expressed his admiration of the completeness and efficiency of the establishments that came under his notice.

Life-boats.—During the past year the Institution has sent no less than 34 new life-boats to the coast, and others are in course of construction. The stations to which they have been sent are:—Berwick-on-Tweed, and Alnmouth, Northumberland; Sunderland, Durham; Redcar, Bridlington, and Hornsea, Yorkshire; Donna Nook, Theddlethorpe, Sutton, and Skegness, Lincolnshire; Palling and Caister, Norfolk; North Deal and Dover, Kent, Poole, Dorset; Teignmouth, Devonshire; Penzance, Sennen Cove, Newquay, and Padstow, Cornwall; Ferryside, Carmarthen Bay; Cardigan and Newquay, Cardiganshire; Porthdinllaen, Carnarvonshire; Holyhead, Anglesey; New Brighton, Cheshire; Blackpool and Piel, Lancashire; Maryport, Cumberland; Girvan, Ayrshire; Dunbar, Haddingtonshire; Tramore and Ardmore, County Waterford; and Valentia, County Kerry. Of this number, fifteen have been for new stations; the remainder having gone to replace inferior or worn-out boats.

Transporting Carriages and Boat Houses have been provided, with few exceptions, for the whole of the above-named life-boats.

The life-boats of the Institution now number one hundred and forty-four. Through their agency no less than 432 lives have been saved during the past year, nearly the whole of them under circumstances when no other description of boat than a life-boat could with safety have

been employed. They have likewise been the means of extricating from danger, or of conveying into ports of safety, 17 vessels; and on fifty-one other occasions they have been launched and have proceeded to the assistance of vessels showing signals of distress, or that were in evident danger, but which did not ultimately require their services. On many other occasions the crews of life-boats have been assembled in readiness to launch them, when it has appeared probable that their aid might be required. For these various services, and for the saving of 266 lives by shore-boats and other means, the Institution has granted rewards amounting to £1,539.

Believing that it would tend to increase the efficiency of the life-boat establishments of the Institution, the Committee have decided on paying each of the assistant-coxswains, hitherto unsalaried, a small annual stipend.

They regret having to report that, in the performance of their dangerous and arduous duties, three men belonging to their life-boats perished during the past year, notwithstanding the care taken to provide for their safety. Each of these men were provided with the usual life-belt supplied by the Institution, but one of them was supposed to have been crushed between the life-boat and the vessel's side, and the other two perished from the effects of cold and exhaustion before they could be picked up. It seems to us, however, evident that to be engaged in so perilous a work as the life-boat service, it cannot be expected that an occasional accident attended with loss of life will not occur, and that there is much reason to be thankful that such accidents have been of so rare occurrence; in illustration of which the fact may be stated that during the last two years about 12,000 persons have been afloat in the life-boats of the Institution on occasions of wrecks and for practice, and that the three above alluded to are the only lives that have been lost during that period.

It is a source of great satisfaction to refer to the continued intrepid services of the life-boat crews, who are ever ready, day or night, to man the life-boats during the fiercest storms.

The field of the operations of the National Life-boat Institution stretches, as is well known, over the whole of the coasts and seas of the British Isles, which are annually strewed with so large a number of shipwrecks that they average 2,000, arising partly from the great and expanding commerce of the country, and partly from the intrepidity, and, it must be added, the carelessness of our seamen; and often, it is feared, from the imperfect equipment of our merchant-vessels, and from other preventible causes. The lives of between 5,000 and 6,000 persons

are thus placed annually in jeopardy; but happily, owing to the prompt and unceasing exertions that are everywhere made on occasions of shipwrecks, the actual loss of life amongst that large number of persons placed in peril did not last year exceed 450 lives. A number unusually small, but considerably below the average; but, nevertheless, it is a large death-roll; and no exertion, with God's continued blessing, should be wanting to diminish it.

Although we lament to report the loss of so many lives in one year from various shipwrecks on our coasts, yet every friend of humanity must rejoice with them in the gratifying and encouraging fact that so many persons owe their lives immediately to the services of the life-boats of the Institution, as (see table at end), in addition to those rescued by fishing-boats and other means, for which services it has granted rewards. There can be no misunderstanding in respect to such happy results, which have elicited not only the heartfelt gratitude of the wrecked men themselves, and their families, but have also excited the sympathy and liberality of a large proportion of the British public, who now look upon the Life-boat Institution as one of the most important establishments of our country.

Undoubtedly much credit is also due to the Board of Trade for their continued valuable and cordial co-operation with the Institution, and for the state of efficiency to which the Board have brought the mortar and life-saving apparatus, which is worked by the Coast-guard on the coasts of the United Kingdom, through the instrumentality of which a large number of lives have likewise been saved.

And here it may be distinctly stated, as a gratifying fact—that few lives are now lost on occasions of storms on our coasts that could possibly be saved by any efforts from the shore. No doubt many shipwrecks, with loss of life, will continue to take place notwithstanding all the ingenuity and daring of man, for it is not in human power always to contend with violent gales of wind, such as are every winter experienced on these islands.

The total number of lives saved during the forty-one years from the establishment of the Institution in 1824, to the end of the year 1864, either by its life-boats, or by special exertions for which it has granted rewards, is as follows:—

In the Year	No. of Lives Saved.	In the Year	No. of Lives Saved.
1824	124	1830	372
1825	218	1831	287
1826	175	1832	310
1827	163	1833	449
1828	301	1834	214
1829	463	1835	364

In the Year	No. of Lives Saved.	In the Year	No. of Lives Saved.
1836	225	1852	773
1837	272	1853	678
1838	456	1854	355
1839	279	1855	406
1840	353	1856	473
1841	128	1857	374
1842	276	1858	427
1843	236	1859	499
1844	193	1860	455
1845	235	1861	424
1846	134	1862	574
1847	157	1863	714
1848	123	1864	698
1849	209		
1850	470		
1851	230		
		Total ...	14,266

The amount of happiness thus brought to this great multitude of persons saved from death in its most appalling form, and to many of those who would otherwise have been widows and orphans, can only be fully realized by themselves; but the British public in general entertains a deep sense of the national benefit thus derived from the preservation of 14,266 shipwrecked sailors and fishermen; and it must especially be a source of satisfaction to every patriotic person, who has either directly contributed by his own exertions or indirectly by his contributions, in bringing about a result which is without a parallel in the history of benevolent exertions in any other country.

It appears that during the past year, 9 silver medals, 13 votes of thanks inscribed on vellum and parchment, and £1,545 have been granted by the Institution for saving the lives of 698 persons by life-boats, shore and fishing-boats, and other means, on the coasts and out-lying banks of the United Kingdom.

This list of awards shows that our boatmen and fishermen, all over the coast, know now that their exertions in saving life from shipwreck will be promptly and liberally rewarded in proportion to the risk and exposure incurred in the service; and in this way a spirit of emulation and activity is fostered and encouraged on the coasts of the British Isles, productive of the best results. It was only the other day that Major F. W. Festing, R.M.A., received the Silver Medal of the Institution for a daring act, in assisting some fishermen in an open boat in rescuing three of the crew of the schooner Ocean, of Plymouth, wrecked during a fearful gale of wind off Hayling Island, near Portsmouth.

It is really a remarkable fact that since the formation of the Institution it has expended on life-boat establishments nearly £120,000, and has voted 82 gold and 743 silver medals for saving life, as well as pecuniary awards to the amount of £19,400.

The Local Branch Committees, which constitute so important a

portion of the machinery for the supervision of the several life-boat establishments of the Institution, continue to render it prompt and cordial co-operation.

Finances.—The total amount of receipts by the Institution during the year 1864 has been the munificent sum of 31,917*l.* 9*s.* 8*d.*, and the Committee are much gratified in being able again to report, that of this sum no less than 8,077*l.* 11*s.* 10*d.* were special gifts to defray the cost of the following 25 life-boats which we must publish in detail:—

	£	s	d
Ahsmouth—Miss Wandell	320	0	0
Redcar—Messrs. J. Crossley and Sons	300	0	0
Whitby, No 2—Dr. H. W. Watson	180	0	0
Donna Nook—Robert How, Esq., and Miss How	350	0	0
Theddlethorpe—Mrs. B. Cadlake	350	0	0
Sutton—Collected in Birmingham	250	0	0
Skegness—Friends of the late Herbert Ingram, Esq., M.P., (additional)	205	5	0
Dover—Collected in Wiltshire by Capt. N. J. Reed, R.N.	435	10	0
Poole—A Lady	500	0	0
Penzance—J. C.	250	0	0
Seanan Cove—Mrs. M. A. Davis	300	0	0
Padstow—Collected in Bristol	570	0	0
Newquay (Cardigan) Ancient Order of Foresters	255	11	3
Porthdinllaen—Lady Cotton Sheppard and Friends	250	0	0
Holyhead—Joseph Leather, Esq.	311	12	0
New Brighton—Ditto	351	3	0
Blackpool—Mrs. and Miss Hopkins	250	0	0
Piel—Commercial Travellers' Life-boat Fund	250	0	0
Girvan—Alexander Kay, Esq.	400	0	0
Londonderry—J. D. Allcroft, Esq.	250	0	0
Tramore—Cambridge University Boat Club	250	0	0
Ardmore—A Friend	300	0	0
Valentia—A Lady	208	0	0
Cardigan and Carmarthen Bays—Collected in, by R. Whitworth, Esq., Rev. E. Hewlett, and J. C. Bell, Esq., of Manchester, (additional)	690	9	10

In the event of life being rescued by any of these boats, the generous donor will have the peculiar satisfaction of feeling that the saving of such life had been the result of their individual gift to the National Life-boat Institution.

Amongst the many other gratifying and encouraging donations received last year by the Institution, the following may be mentioned:

500*l.* from the Hon. Rustomjee Jamsetjee Jejeebhoy, of Bombay, per R. W. Crawford, Esq., M.P.; 5*l.* 7*s.* from 150 employés of the West India Docks, by Mr. J. Bradfield, in sums varying from three pence to five shillings; 59*l.* 13*s.* from the Seamen's Association at Drontheim,

Christiansund, and Nalesund, in Sweden and Norway; 15*s.* 6*d.*, from Lucy Palmer and her three fellow-servants; 250*l.* from Burton d'Alencon; 10*s.* 6*d.* from an Old Salt; 100*l.* (second donation), from a Sailor's Daughter, per Messrs. Drummonds; 500*l.* from an Anonymous Donor, by the hands of L. H. H., per Messrs. Coutts; 41*l.* 12*s.* 6*d.* from James Bryant, Esq., "being contributions from abroad;" 100*l.* (second donation) from a friend, "in gratitude to God for the preservation of his wife for another year;" 5*s.*, the savings of two little sisters; 4*l.* as a Christmas Thank Offering from the parish of Little Easton, per Rev. V. K. Child; 1*l.* 5*s.* collected in St. John's Sunday Schools, Garside Street, Manchester; 6*l.* 8*s.* from Lady Maxwell, of Monreith, contributions dropped into a life-boat contribution box in the hall of her mansion; and 60*l.* collected from seamen and others by the agents of the Sister Institution—the Shipwrecked Fishermen and Mariners' Royal Benevolent Society.

Legacies amounting to 3,865*l.* have been received by the Institution during the past year.

During the past year 11,666*l.* 11*s.* 3*d.* were expended on additional life-boats, transporting-carriages, boat-houses, and necessary gear; 5,240*l.* 4*s.* 10*d.* on the expenses of repairs, painting, refitting, &c.; and 4,194*l.* 12*s.* 2*d.* in rewards for services to shipwrecked crews; coxswains' salaries, and quarterly practice of the boats' crews; making altogether, including liabilities amounting to 6,337*l.* 9*s.* for Life-boat Stations now in course of formation, and other expenses, a total of 29,034*l.* 9*s.* 5*d.* It is a remarkable fact that the whole amount of the working expenses of the Institution on its receipts and expenditure does not amount to £4 per cent., showing clearly the aptitude and talent with which its very extensive operations are conducted.

There has been a considerable saving in the item of transport to their stations of new life-boats and carriages, as the several Railway and Steam Packet Companies have most liberally conveyed them to all parts of the United Kingdom, free of charge.

The items of receipt and expenditure of the Institution are fully and clearly detailed in the financial statement, which as usual had been audited by a public accountant, to whom a liberal fee had been given for his services.

We have had on former occasions to refer to the magnitude and costliness of the extensive operations of the National Life-boat Institution; and last year they have been greater than at any preceding period during the past forty-one years; but we are happy to say the benevolence of the public has been proportionably large and liberal.

Thus supported and encouraged to conduct the affairs of the Institution on principles which have proved by experience to be sound and practicable, we feel assured the Committee will be stimulated afresh to persevere in their philanthropic work—and that the Life-boat Institution will never be allowed to languish from the want of funds to perpetuate, and extend as occasions may require, its merciful work on the coasts of the United Kingdom.

During the year 1864, the Life-boats of the Institution were instrumental in rescuing the crews of the following wrecked vessels:—

Barque King Oscar of Norway ...	15	Lugger Castletown, of Belfast—	
Sloop Annette Cathelina, of Groningen	3	Saved vessel and crew.....	7
Barque Hamilton Gray, of Liverpool.....	2	Brigantine Highland Mary, of Fleetwood	5
Steam Tug, Rob Roy, of Sunderland.....	7	Brig Richmond Packet, of Middlesex'	6
Schooner Thetis, of London	4	Schooner Agnes, of Lossiemouth	3
Brigantine Boa Nova, of Oporto— Saved vessel and crew.....	5	Steam Ship Ontario, of Liverpool —Took off labourers to the number of	55
Schooner Britannia—Saved vessel and crew	4	Chasse-marée Eleanoore, of Nantes	6
Brig Brothers, of South Shields...	7	Barque Arethusa, of Liverpool ...	6
Barque Iria, of Stavanger, Norway— Saved vessel and crew...	13	Schooner Sarah, of Waterford ...	6
Ship Golden Age, of Liverpool ...	13	Schooner Heroine, of Milford.....	5
Schooner Water Lily, of Pwllheli	4	Ship Far West, of Newport—As- sisted to save vessel and crew	22
Sloop Barbara Hopeman, of Wemys	3	Sloop Active, of Carmarthen ...	3
Barque Corea, of Guernsey—As- sisted to save vessel and crew...	18	Schooner Fernand, of St. Malo ...	5
Cutter Howard, of Grimsby	1	Barque Louis the Fourteenth, of Dunkirk.....	15
Ship Contest, of Liverpool—As- sisted to save vessel and crew .	18	Barque Sea Serpent, of South Shields	3
Fishing Boat of Withernsea— Saved boat and crew	3	Brig John, of Hartlepool	6
Schooner Maria, of Milford	3	Schooner David and John, of Montrose	4
Fishing Boats of Southwold—Two boats and their crews saved ...	4	Barque Devonshire, of Liverpool —Assisted to save vessel and crew	17
Brig Governor Maclean, of London	7	Fishing Boats, of Newbiggin, and their crews.....	40
Brig St. Michael, of Havre—As- sisted to save vessel and crew .	14	Flat Morning Star, of Carnarvon —Saved vessel and crew	3
Ship Edinburgh Castle, of Glasgow—Assisted to save vessel and crew	18	Brig Zorniza, of Lucine, Austria	13
Schooner Victoria, of Teign- mouth—Assisted to save vessel and crew	6	Barque Jenny Lemelin, of Quebec —Assisted to save vessel and crew	9
Sloop Liver, of Carnarvon	3	Yawl Bravo, of Great Yarmouth	7
Yawl Hero of Teignmouth	1	Smack Pearl, of Carnarvon	3
Schooner Kate, of Liverpool	5	Smack Speedwell, of Carnarvon	2
		Schooner Idas, of Nantes	6
			432

During the past year the Institution also granted rewards
to the Crews of Shore Boats, &c., for saving 266 Ship-
wrecked persons

Total number of lives saved in 1864 698

THE COCKNEY RETURNS FROM THE WEST COAST OF IRELAND.*

BY S. N. TRENCH.

At the finishing climax of Robinson's story, we all laughed so heartily that we considered it impossible to sleep for some time to come, and used our united and most strenuous efforts to make O'Donevan give us one of his excellent yarns, but unsuccessfully ; for, said he, in his own dry humorous way, " Anyone would to a moral certainly be disgraced who attempted to tell any story after that last one." So with parting salutations and glasses, we separated for the night.

Early next morning (Sunday) O'Donovan was awakened by the steward to know what he wished to do, as the men were going out to the mainland to attend prayers, and being in the centre of a bay round whose margin seven chapels were built, all at about five miles distance; north, at Skull and Balledekol; east, in Lisheen, Kilcoe, and Baltimore; and south, on the Islands of Cape Clear and Sherkin. They were indifferent to which of them they went, so that it remained for their honours to choose, and suit their own convenience as to which place they would go; there were also, he said, churches hard by each chapel, except in Sherkin Island, where they could go, if as he supposed they had the misfortune to be heretics, " For sure, yer honor, Father John Mulrooney, the parish priest himself, often and constant towlt us from the altar—' Ye skaming vagabones,' he says, ' the avil one will have a hoult of you yet,' says he, ' so sure as Patrick's day is wet, for nine-tenths of yez will not go aither to chapel or church, to priest or minister, but spend your Sunday rowling about the public roads like a Saracen caniball, and the same haythen drunk,' he says, ' so mind yer eowls, ye Turks of the world.' So by that you see, yer honour, that it is better even to go to church itself, than for a gentleman to get up in the mornin' and stay drinkin' his jug of punch for the rist of the day."

" Oh, I suppose so, indeed Denis; but what I want you to tell me now is, how can we get to Cork from this place: so many of us will eat you out in no time. Where are any coaches or cars to be had?"

" Oh, yer honour will find the mail-car starting early from Skull tomorrow, and another from Skibbereen, but if yez was to go mad for the want of a car ye could not git it this blessed day; af ye would be said by me, yer honour would go into Cape to prayers to day, and you can do as the master does, telegraft for a car to meet you at Baltimore when

the mail-boat is after taken you out: indade, sir, the new telegra
station is a mighty convanience for iver to the people, and I am sure for
sartain that aither the priest or clargyman would be proud to have the
feeding of the likes of ye for a month, lave alone a single night, for 'tis
the pair of them has the large warm hearts, may the Lord spare them to
the people. Father John anyhow," parenthetically added old Denis in
an under tone.

"Very good, Denis, that's just what we will do, and we will be ready
to go with you at ten o'clock," said O'Donovan; and turning towards
the house, saw Mick Neal his servant coming up.

"Hoora, yer honour, without any mistake I've got the dressin' case
washed up on the rocks this mornin'," was Mick's respectful salutation
to his master. "Yez can have a dacent shave now anyhow; but,
interrogatively, what will yer honour be after doin' here?"

"Well, Mick, Mr. Mahoney here recommends me to go into Cape to
prayers, put up with the clergyman there to night, and telegraph for a
car from Skibbereen to meet me at Baltimore to-morrow."

"Don't yer honour be said by him at *all*, at all, his plan has not the
foundation in it yer honour thinks. I was turning over plans all the
mornin' with myself, and the notion I took hould of was, that we should
stay where we are aisy and warm and snug until to-morrow, and go up
in our own gig to catch the mail car at Skull; and, coupled with that
yer honour, this island is full of hares, and we will have all the murder
in the world among them for the day."

"You slippery young fool," said the irate steward, "do ye think that
the likes of me of a dacent man would allow you to put a finger near my
master's hares, if ye was here for iver; not to spake of destroying yer
sowl and conscience by poaching a magistrate's ground on a Sunday.
Och! thin what a bould face ye have, and it must be the black parish
that reared you."

"You selfish ould snake," retorted Mick, "why shouldn't we, isn't it
as 'good for us to kill them as you? Didn't you ever have one of them
very hares for yer Sunday dinner, ye ould _____?"

But Mick's eloquence was cut short by his hat flying high in the
elements, the consequence of a well-directed blow of the steward's oak
cudgel. It is a curious fact that the preliminary of every Irish row is
not the blow direct, as in the generality of shindies on the other side of
the channel, but a whack at the offender's hat; a compliment generally
returned before the work begins in earnest, which it would to a certainty
have done in this instance but for the presence of Mick's master, which
prevented any greater ebullition on his part than a few contemptuously

disparaging remarks levelled at the steward, as he pursued his *caubeen*, and proceeded without turning round to the kitchen to clean and dry his master's dressing-case, leaving the field in possession of his antagonist, and very much annoyed at being foiled in his projected hare-hunting, a pursuit he was passionately fond of.

Beautiful fresh eggs, fragrant cream and butter, fried sole, and very palatable brown bread, the constituent flour of which was grown and ground upon the island formed our morning repast, during the progress of which O'Donovan disclosed to us all his plans for the future, every one approved ; and more particularly as after the cool reflexion a night's sleeping over any subject is calculated to produce, we began to consider it a very questionable proceeding indeed to take so full a possession of a stranger's house, as even to appropriate his wine and clothes; so we decided that before we left, O'Donovan should write a full explanation and apology to the proprietor, offering him as a present our gig, which was quite uninjured, and containing a promissory note from Cock's of a superabundant restoration of the wine and spirits consumed. The composition of this epistle, about which there was much discussion, occupied our time up to the starting hour, and we then set off to walk to the smack at the other end of the island, under the guidance and escort of Old Denis, and attended by the islanders in a body, our own men and Mick carrying the dressing case. Cocks took possession of the old steward, and kept up a very lively conversation with him.

"Mr. Mahoney, how is it you all manage to have such good coats," he said, looking admiringly at the islanders' blue frieze coats with brass buttons, "I have been always given to understand that only the upper classes in Ireland could afford them."

"God bless your honour," returned Denis, considerably puzzled, and understanding only about half of what had been said to him, through Cock's peculiar nasal twanging accent; "we shears our own sheep, my ould woman spins the wool, and then we sends it up to the mountains (Denis always calied the mainland the mountains to a cousin of mine, and thin what he does to it yer honour I'm shure I don't know rightly; but anyhow it comes down frieze to me, which is what I want.)"

"I see," said Cocks, "I shall remember that it is very interesting, but there's another thing that puzzles me very much, we all know that none of the Aboriginal Irish can speak the English language, how is it you all speak it so well here."

"I suppose, sir, because we are not Naboriginal Irish," tartly responded Denis, who began to feel a little hurt at this analytical and descriptive interrogation.

"Oh! then you're English, so I thought."

"No, sir, I didn't say English, I said not Naboriginal Irish."

"Scotch, perhaps."

"Nor I didn't say Scotch neither; I said, not Naboriginal Irish," doggedly repeated Mr. Mahoney.

"Then in the name of goodness what are you?"

"We're Irish sir, plain Irish; not this Irish, or that, or the other kind; but common, decent christians, like our people before us, who wern't norbnigonal, nor any other norbs or orbs," said the steward warmly.

"Dear me," said Cocks, "you are a very eccentric individual, I did not mean to offend by calling you an Aboriginal, I don't think you can know what the word signifies or——"

"I don't want to nayther," roared Denis, "after abusing and making game of me to my face, ye would like to pacify me now. I don't think you rightly know yerself what it manes, and just want to purtend for a scholar; and as to my being a 'concentrik dingyvidual,'" said he, his face growing crimson with rage, "we all know which of the pair of us is the most conoentrik; and I lave it to the priest, or any other decent man, who is the dingyvidual if it ain't yourself."

Cocks prudently made no reply to this, but was morally more assured than ever of the barbarity of the Aboriginals. We had caught glimpses of several hares through the bushes, and O'Donovan distracted the steward's attention from Cocks by getting him to talk about them.

"The poor little craytures," said Denis, "they ain't used to being hunted, and are as tame as a pet fox, and faix yer honour there isn't one of 'em but knows Ould Denis, for often in the airy mornin' when I sits up on that rock there, opposite to gap, to look at the crops and the cattle—the Lord bless them—a big ould black fellow of a hare comes and he sits over-right me in the gap, looking hard at me and shaving his face with his paws, and faix yer honour some mornings, when I havn't shaved myself he shames me outright; I'm almost as fond of those little craythurs as my own childhur."

Just at this time the island men who had preceded us started a hare, and we perceived him running for a gap about thirty yards ahead of us.

"Hoolahoo! hoolahoo!" roared Mick, "give me a stone one of you, and let me have a shot at him."

"Do if you dare a touch him, any of you," shouted the steward, bat too late, for Mick had set off at full speed to intercept the animal, looking in vain on the way for a stone.

"O murder alive!" he groaned—as the hare came through the gap within three feet of him—"that I have not a stone, but me friend I'll

give you this;" and no sooner said, than the heavy dressing-case descended right on the back of the poor brute, killing it instantaneously, and surrounding the scene of the catastrophe for some yards with pomade, broken glass, razors, buttons, and "hip! hip! hoora!" bawled Mick, as he bent down over his victim to examine its size and weight, "hoora, ho——" but again was his poor luckless hat spun into the elements by the steward's stick, which this time descended thick and fast across his eerring shoulders and back. "Oh murther, murther, I'm dead, I'm kilt outright!" he bawled, as he rolled from side to side amongst the broken glass of the pomade bottles, under the severe castigation. "Oh, Holy St. Patrick, I'm done for ever! oh! me nose, you scoundrin' of the world you broke my nose, it's ruined for iver entirely I am now, for no one will ever marry me. Alay, alay, och-hone, oh!"

In spite of his amusement O'Donovan was very much annoyed at the needless loss of the dressing-case, more particularly as it was the only relic of his property rescued from a watery grave, and he did not in the least grudge Mick as much of the stick as ever Mahoney liked to give him.

This safety-valve to the steward's wrath appeared quite to relieve his mind of any little unpleasantness it had towards Cocks, for when he had done chastising the luckless offender he seemed quite himself again, and edged up towards him quite benignantly. Cocks complimented him on his perfect knowledge of the use of the shillalah, which the steward took with great satisfaction, and the peace between them was lastingly consummated by the tendering of a testimonial of the regard of the said Londoner for Denis in the form of a sovereign, as we stepped into the smack.

A nice refreshing sea breeze from the westward, unintercepted by any land in its course from the distant shores of America just rippled the water, which save for the almost imperceptible ocean-swell was calm as the surface of an inland lake. When we got a few yards from shore Mick had recovered sufficient liveliness to hail the steward and beg of him to make any use of the hare he liked, or have him for dinner himself; a piece of politeness Denis rudely took no notice of. He never left the island at any time, but had sent with us his eldest son, a shrewd and amusing young fellow; but he appeared very superstitious, for he entertained us the whole way by accounts of the local ghosts, of which there were by his account a most redundant and varied assortment. There were the mainland ghosts, who appeared generally in the form of white cones, deal boards, and locomotive furze bushes, which last he

informed us were the most venomous and deadly of all, every one who had at any time seen these phantom shrubs, being quite sure to go mad sooner or later from the horror of the apparition; but these ghosts, fortunately, could not cross the water. Then there were the fairies or good people, who were passionately fond of dancing and held monthly assemblies or partens on his own island, in a circular field to the east of it. And lastly, there were the spirits of sailors who could not cross the water to leave the outlying rocks where they had been shipwrecked, but spent their time in dismal howling, particularly before bad gales of wind, at which times their unearthly shrieks were so piercing and vibrating, that they had been known continually to founder old boats and kill nervous old women.

On our doubting some of these legends and enquiring whether no ghost had ever been detected or exposed in the neighbourhood, he reluctantly confessed that in the opinion of some unbelievers, one ghost had been found to be a deception. A gentleman's herdsman who lived on the mainland close to his master's house, was coming home one night from Skibbereen fair with a lot of money in his pocket, and walked half way home without any molestation, but just after he passed the half-way house he saw a ghost moving before him in the form of a long white deal board, which he said wriggled on over the ground in such an extraordinary manner, that he at once recognised it as the ghost of his grandfather, who had something the matter with both knees that made, even during life his locomotion strikingly peculiar; however, beyond preceding him the spirit did him no manner of injury, and went in before through the avenue gate which he threw wide open for him. There were, however, a second pair of gates about half way up the avenue, and he saw the ghost deliberately also fling these open, after which it disappeared; he followed boldly on, but received such a terrific blow in going through that he was driven back several yards, but being a courageous man he was not daunted and tried it again with a similar result. He then grew annoyed and determined not to be kept outside the gate by a cantankerous spirit, he retreated thirty or forty yards, stooped down, and butting his head well before him made a desperate run to get through, but this time received so severe a concussion that he fainted, and was thus found the following morning. When the master heard of it he at once decided that it was no ghost's work, but that of some robbers who knew the man had money and had followed him from the fair; but this theory was much shaken by all the money being found intact on his person. The herdsman being quite feverish and light-headed from the effects of his ill treatment the

previous night and not being able to give much information about it, the master and police examined the place where the man had been picked up minutely, and could only discover the traces of one person there ; but on narrowly scrutinising the gate the bars were found to be covered with human hair and blood, and the boy who had found him in the morning stated the gates were shut when he saw them; therefore the only conclusion the authorities could arrive at was, that the man, though usually steady, was that night inebriated, and had been knocking himself against the closed gates.

We had, on the conclusion of this narration, got right under the frowning slatey cliffs of North Harbour, or Trawkieran, (Strand of St. Kieran,) as it is called in Irish—in Cape Clear Island, a little outside which was a rock not very unlike a square-rigged vessel, and which was there known by the appellation of Davie's Ship, from the fact that a native fool of the island imagined it to be in verity one, and himself the owner thereof; a fancy which gave him a great deal of occupation and amusement, in projecting voyages, appointing sailors, and nominating commanders for her. Anyone who annoyed him was always assured that but for that offence he would have been certainly nominated to a good berth on board, and was now doomed for ever.

(To be concluded in our next.)

ROYAL SYDNEY YACHT CLUB.

[Through the kindness of our Sydney friends we have received the following, which appeared in the "*Sydney Morning Herald*."]

SIR.—“Yachts will assemble on Saturday next, the 26th November, at 10.30, in Farm Cove, to proceed under Commodore’s orders.” Such was the advertisement in the *Herald* one day last week, and as I had long looked for such an announcement, made up my mind to be amongst them “taking notes.” A glance at my aneroid warned me to don a sou'-wester and pea-jacket, for by those double-headed, ominous looking clouds to the southward, it required but little weather-wisdom to foretell that we would have a sneezer, and sure enough we had it, hot and strong enough ‘ere sundown,

The rendezvous was soon reached, where I found the following yachts preparing for the Commodore’s invitation :—Xarifa, 31, C. Parbury; Peri, 18, H. C. Dangar; Scud, 18, S. C. Burt; Why Not, 9, J. A. Brown; Mischief, 10, J. P. Roxburgh; and Elaine, 8, Captain Norie. The Ida, 9, J. J. Josephson, I learnt was prevented joining, having been run into at her moorings by a coaster the evening before, and the Gitana, 9, J. F. Jackson, and the Julia, 8, R. C. Want, were also prevented joining, from not having their extensive alterations completed in time. The wind blew half a gale

with hard squalls at intervals, suggesting the idea of double reefs and second jibs,—which in fact was the order of the day. At 11 a.m. the Era, 25, Vice-Commodore James Milson, who was not present on the occasion, hove in sight, bearing the broad pendant of the Commodore, William Walker, Esq., and after some courtesies exchanged in the shape of bunting, and duly acknowledged, the Commodore made signal "Follow me in line." The state of the weather preventing some of the smaller yachts from putting in an appearance, rendered it necessary to curtail the programme of the day's performance.

At 12h. 30m. p.m. the fleet came to an anchor at the rendezvous in Double Bay, where, by invitation of the Commodore, the yacht owners and some of their friends sat down to a spread, provided for them by that gentleman at his residence. After partaking of a substantial repast, washed down by a bumper of champagne, (yes, friend "Betsy," your projected but defeated tariff, to the contrary, notwithstanding,) signal was made from the Commodore, "Up anchor and out all reefs," for the weather was moderating, and a very interesting sight it was as one by one, with main sheet eased off, the fleet paid off and headed out to sea. Various evolutions were very cleverly executed, and after a cruise round the Sow and Pigs, returned to Sydney; and here the most effective episode of the day occurred, as each yacht passed under the stern of H.M.S. Miranda, saluting Her Majesty's flag, which was promptly and gracefully acknowledged. The Commodore then signalled "Part company," and so ended a very pleasant meeting, affording a most picturesque *coup d'œil* to the beholders and others impressed with things afloat, from the various points of our noble harbour.

Several changes have taken place in the constitution of the R.S.Y.S. First and foremost, we regret the loss of the *Chance*, which has been disposed of by her owner, W. Walker, Esq., as he alleges she was not suitable to his requirements in more ways than one. We learn, however, with satisfaction, that he is in expectation of an English cutter to arrive early next year. We can only hope she may arrive safely, and prove as handsome an addition to the fleet as his former vessel. The *Annie Ogle* likewise no longer answers to the number of her mess, having been disposed of, and is believed to have sailed for New Zealand. The loss of two such fine vessels have materially altered the "personel" of the squadron. Let us hope their places will shortly be supplied in such wise as to recompense us for their absence by something better still. Of our old favourites, the *Era* and the *Peri* are in finer form than ever, and the remainder of the squadron have been refitted and are now ready for the serious business of the "season!" The *Why-Not*, late the property of Mr. Manton, is now owned by that enterprising yachtsman, J. A. Brown, Esq., and is reported to be sailing in fine style. And now, Sir, I feel it a matter of conscience to bestow a word of special praise in favour of that much abashed but astonishing vessel, the *Xarifa*. Her sailing powers have been now fairly tested, and indeed have become facts in her yachting history; she has contested four matches during last

season, and has won twice; she would have carried off the Hunter's Hill Amateur Regatta prize last season but for an untoward accident to her throat halyards, which occasioned a delay, which all her powers of speed were unavailing to redeem in time. I have never been a believer in the Xarifa, and when her keel was laid I prophesied she would prove a failure. Facts are, however, stubborn things, and even old Van himself is mortal, and liable to err in judgment; but I am an Englishman to the back bone, and, like many, love fair play, a clear field, and no favour. I acknowledge I have been taken all aback as to the estimate I had formed of her sailing qualities, and for anything I have previously written or expressed respecting her I hereby make the *amende honorable*, and frankly confess I have been *sold!* The appearance, however, of the Xarifa above the water-line is far, very far from handsome, and not even her gallant owner himself, nor her clever builder, will quarrel with me for the assertion. This one defeat is a most serious one, and is the only bar to the perfect success of the vessel; but a yacht, sir, to be ugly, is as unpleasant a possession, as to be the luckless proprietor of a "plain" wife,—if, indeed, woman, lovely woman, can ever in any case be said to be plain! In all other respects the Xarifa bears away the palm from all competitors. She is, undoubtedly, the fastest yacht in these southern waters. She is exceedingly stiff under canvas, and sails well, surprisingly well in light winds, as well as in strong breezes. She has ample deck room and cabin accommodation; in this respect she equals an ordinary vessel of fifty tons; and what more, I ask, can any one desire in a vessel?—barring, as I have just said, her *appearance*. Nothing, sir! absolutely nothing more.

We can only wish her all the success she so well deserves. Certes, her opponents will find the Xarifa to be what Jack called the Maori chief—a black "*ugly customer!*"

As the season may now be said to be fairly commenced, I trust the Commodore will keep his vessels in motion, and give the Sydney folks another treat, by witnessing the movements of the miniature fleet, on an early day.

Till then, farewell!

December, 1864.

VANDERDECKEN.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—The quarterly general meeting of the Royal Thames Yacht Club was held at the club-house, Albemarle-street, on Wednesday evening, March 1st, and commanded a very large attendance of members, some 180 having been present at one period of the evening. The Commodore (Lord Alfred Paget, M.P.) occupied the chair, and after the confirmation of the previous minutes of the quarterly general meeting in January, the report of the committee with reference to club-house accommodation was read to the meeting.

The following sailing programme for the coming season was read and agreed to, viz :—

SAILING PROGRAMME, 1865.

Opening Trip.—Saturday, May 27th.—Yachts to rendezvous off the Union Yacht Club House, Gravesend, at half-past one p.m., to sail thence under the orders of the Commodore. Dinner at the Union Yacht Club House at six o'clock precisely.

First (Cutter) Match.—Saturday, June 3rd.—For cutters of the first and second classes, viz :—First class, any tonnage exceeding 35 tons, prize value £100, and provided four start a prize value £50 to the second boat. Second class, exceeding 20 and not exceeding 35 tons, prize value £50, and, if four start a prize value £20 to the second boat. Course, from Erith round the Nore and return. Half-a-minute time allowance for difference of tonnage in each class. Entries to close at ten p.m., on Thursday, May 25th.

Second (Extra) Match.—Wednesday, June 14th.—From Sheerness round the Kentish Knock to Harwich Harbour. Open to yachts of any rig or tonnage belonging to a royal yacht club. First prize value £100, with a prize £50 to the second vessel. To sail with the usual fittings, in ordinary cruising trim to the satisfaction of the committee. Vessels to carry all their boats. A pilot, but no extra hands allowed. No limitation as to friends or canvas. No time allowance. Yachts to rendezvous at Sheerness on Tuesday, June 13th, when they will receive full instructions as to taking up their stations and other details from the Vice-Commodore, or officer appointed. Entries to close at ten p.m. on Thursday, June 8th.

Third (Schooner) Match.—Monday, June 19th.—Open to schooners, belonging to any royal yacht club. First class, exceeding 100 tons, prize value £100, and provided four start a prize value £50, to the second vessel. Second class, not exceeding 100 tons, prize value £50, with a prize value £25 to the second vessel if four start : a quarter of a minute time allowance for difference of tonnage in each class. Course, from Gravesend round the Mouse light vessel and return to Gravesend. Entries to close at ten p.m., on Thursday, June 8th.

Fourth (Cutter) Match.—Tuesday, July 4th.—For cutters of the third and fourth classes. Third class, exceeding 12 and not exceeding 20 tons, prize value £40, and if four start a prize value £20 to the second boat; fourth class, 7 and not exceeding 12 tons, prize value £30 ; with a £10 prize to the second boat if four start. Half-a-minute time allowance for difference of tonnage. Course, from Erith round the Nore and return. Entries to close at ten p.m. on Thursday, June 22nd.

Total value of prizes offered by the club for competition, £695.

The rig, tonnage (o.m.), port, and distinguishing flag must be respectively named to the Secretary at the club-house, Albemarle-street, on or before the last night of entering. Entrance 1s. per ton (o.m.), to be returned on the vessel competing.

The yachts will be measured at Gravesend as follows :—Those entered for First Match, on Friday, June 2nd ; Schooner Match, Saturday, June 17th ; Fourth Match, Monday, July 3rd ; each day at eleven a.m.

In addition to the foregoing prize list, the following prizes, the gifts of members to the Royal Thames Yacht Club, have also to be announced, viz :—A magnificent Centre-piece and Cup, value 150 guineas, presented by Mr. G. Salt, owner of the Oithona, yawl, for a Channel Sailing Match from Gravesend to Ryde Pier. The following are the conditions :—To start from Gravesend at high water slack, leaving the west buoy of the Oaze on the port hand, the east buoy of the Shivering on the starboard hand, the west lightship of the Girdler on the port hand, the east buoy of the Tongue on the starboard hand, passing through the Gull Stream and to the southward of the Owers ; no restriction as to canvas ; no limitation as to hands.

Probable day for sailing this match, Thursday, June 22nd.

A 50 guinea Cup, presented by Sir Gilbert East, Bart., for cutters of any tonnage, to be sailed for under, R.T.Y.C. rules. Course :—From Gravesend round the Mouse and return to Gravesend. Half-a-minute time allowance.

A 25 guinea Prize, presented by Capt. Lovett as a second prize in one of the foregoing matches.

It was moved by the Commodore, and carried unanimously, “ That the cordial thanks of the club be voted to Mr. George Salt for his very handsome and liberal prize, which he has so kindly presented.”

“ It was moved by Mr. T. Leach, and carried unanimously, “ That the best thanks of the club be presented to Sir Gilbert East, Bart., for his liberal offer of a 50 guinea Cup to the club.”

A similar vote of thanks to Capt. P. C. Lovett for his £25 Prize was also unanimously carried.

Capt. Lovett has also originated a race for vessels of any rig or tonnage belonging to the R.T.Y.C. and R.V.Y.C. To sail from Plymouth to Gibraltar. Sweepstakes 100 guineas each. To start soon after the R.V.Y.C. Regatta, at Ryde.

It will be seen by the foregoing that the total amount of prizes offered for competition under the blue flag of the Thames is no less than £931 5s.

Royal Mersey Yacht Club.—On Monday, March 10th, the general meeting of the year was held by the members at the Tower, Liverpool ; the Commodore, S. R. Graves, presiding. Several new members were admitted by ballot. The opening cruise of the yachts to sail in company was fixed for Friday, the 26th May. The sailing matches were fixed for the 5th and 6th days of July, for the usual prizes for the various classes of yachts. The officers of the club remain as before, with the exception of Mr. B. L. Mozley, who is appointed the treasurer, and Mr. P. B. Drinkwater taking his place as one of the auditors. The Commodore, on resuming the chair after the appointment of himself and the officers, thanked the members in their name for the confidence reposed in them, and felt sure, so long as they re-

ceived the support of the club, their best exertions would be used to carry on the welfare of the club and the sport of yachting. The prize committee was also fixed, and are to meet shortly for the selection of the various prizes. The club will commence the season by dining together at the Marine Station, Rock Ferry Hotel, on Monday, April 3rd.

Royal Victoria Yacht Club.—At a special General Meeting on March, 14th, it was resolved that the regatta should commence on Monday, 7th, August, with a General Meeting at the Club-house, Ryde.

Tuesday, 8th.—A Cup presented by the Town of Ryde, for all Vessels belonging to the R.V.Y.C.

Wednesday, 9th.—A prize value £50, presented by H. H. Kennard, Esq., for Cutters under 75 tons, belonging to the R.V.Y.C. A prize, value £50 for Schooners under 125 tons, belonging to any two or more Royal Yacht Clubs.

Thursday, 10th.—A Prize, value £50, for Cutters belonging to any two or more Royal Yacht Clubs. A Prize, value £50, for Schooners over 125 tons, belonging to any two or more Royal Yacht Clubs.

Friday, 11th.—The Yachts will Sail in Squadron, under the Flag-officers, and the Annual Dinner will take place at the Club-house in the evening.

Saturday 12th.—A Grand Display of Fireworks and Illumination of Yachts in the evening.

Monday, 14th.—A Prize, value £25, for Cutters belonging to the Royal Victoria Yacht Club, which have never won any race whatever. A Prize of the same value, for Schooners, subject to the same conditions.

Tuesday, 15th.—The Annual Ball at the Club-house.

Thursday, 17th.—A Prize value £100, presented by Thomas Broadwood, Esq., for Schooners above 100 tons, belonging to the R.V.Y.C. A Prize, value £50, presented by Thomas Broadwood, Esq., for Cutters under 90 tons, belonging to any two or more Royal Yacht Clubs. A Prize, value £50 presented by J. C. Morice, Esq., for Yaws belonging to any two or more Royal Yacht Clubs.

Friday, 18th.—The Commodore's Cup, a Prize value £100, presented by Charles Thellusson, Esq., for all Vessels belonging to the R.V.Y.C.

Saturday, 19th.—The regatta will be concluded with Boat Races and other sports.

All the Races will be started from, and terminated at, Ryde.

These arrangements are subject to any alterations the Commodore, Vice-Commodore, and Sailing Committee may think proper to make.

(Signed)

CHARLES THELLUSSON, *Commodore.*
BURGHLEY, *Vice-Commodore.*

14th March, 1865.

The above programme specifies that all the races will commence and finish at Ryde, which is a most excellent arrangement, and will greatly benefit the town. The prizes are very liberal and according to the *Isle of*

Wight Observer, they will be augmented by the towns-folks. From that journal we extract the following report:—A meeting was held at the Town Hall, Thursday 16th, ult., for the purpose of appointing a committee, and making arrangements towards raising a subscription for a town cup, to be sailed for at the ensuing regatta.

On the motion of Mr. R. Colenutt, seconded by Mr. John Morgan, Mr. E. Hands was unanimously voted to the chair.

The Chairman stated that the efforts of last year's committee had been crowned with success, and it was a most desirable thing that a step should be taken in the same direction; in fact, for the interest of the town, it should be an annual affair.

Mr. Oldfield considered the idea of making it a town cup was a good one; last year, it being called a tradesmen's cup, necessarily limited the subscriptions. He felt sure, now they had taken a wider basis, money enough for two cups could be obtained. This was entirely an aquatic town, where there was no races, and was therefore highly desirable that the people of the town should, as far as they were able, show their respect for the R.V.Y.C., from whom they derived so much advantage.

Mr. Gabell said last year's committee did their work so well, that in his opinion those gentlemen should be requested to act again. He also considered it would be best to call it a tradesmen's cup, with which opinion Mr. R. Pack coincided.

Mr. John Wavell proposed that a cup, or cups, according to the funds, should be presented to the R.V.Y.C. As to the funds, he was of opinion that it would be desirable to appoint a paid collector, but would not press that in the resolution as it would be better dealt with by the committee.

The resolution was seconded by Mr. Oldfield, and unanimously adopted.

Mr. W. H. Pullen, at the unanimous wish of the gentlemen present, kindly consented to act as secretary, and Mr. D. Barnes as treasurer.

The following gentlemen were then named as the committee, with power to add to their number:—Messrs. Barnes, Hands, Jacobs, Ellis, John Morgan, R. Pack, Hall, Scott, R. Colenutt, J. Wavell, Oldfield, H. Wallis, James Dashwood, Gabell, Hughes, Oakley, F. Newman, B. Marvin, Hennshall, and Jas. Marvin.

Capt. J. P. Mackinnon had much pleasure in attending that meeting as one of the inhabitants of the town, and in that capacity would most readily give his subscription. The programme, which he would then read, (a copy of which is inserted in the prior page,) was only settled the night before last in London. The regatta would commence on the 7th and terminate on the 19th August. Every race was to be from Ryde pier and the winning post was to be Ryde pier. The committee of the club were desirous of doing all in their power to benefit the town and trade of Ryde (hear, hear). Such a programme was never presented by any Yacht Club in the kingdom. The Thames Yacht Club were going to run a great match at Ryde in the month of June—(great applause).

The Chairman felt that the meeting was much indebted to Capt. Mac-kinnon for his kindness in attending, and the valuable information he had afforded them, and was quite sure when the account was read in the public Press everybody would be desirous of putting their shoulder to the wheel in aid of the cause for which they had assembled.

The proceedings terminated with a vote of thanks to the Chairman.

Royal St. George's Yacht Club.—The annual reading-out dinner of the club took place, according to custom, on Wednesday, March 1st, Vice-Com-modore, the Marquis of Conyngham in the chair, the Hon. George Handcock acting as croupier. The dinner and its arrangements were most admirable, leaving nothing to be desired. The members, to the number of forty, mustered on the occasion, and the affairs of the club never were in a more prosperous condition. The noble chairman, never met with a most cordial greeting, discharged his duties to the satisfaction of all, and prefaced the toasts in his usual happy manner. "The Health of the Committee," was most favourably received, and the hearty thanks of the members given for the admirable management of their affairs. Amongst those present were Colonels Atkinson and Rutledge, Captains Sandes, Litton, Thompson; Messrs. L. Balfour, J. Goff, J. Hardy, E. Hornsby, F. and R. Scovell, G. Aylmer, &c., &c. A most agreeable evening was spent, three members only being read out.

Temple Yacht Club.—The first general meeting of the members at the new club-house, the Freemasons' Arms Tavern, Long-acre, was held on March 1st, the attendance being very numerous, the Commodore (Mr. Hilderley) and Vice-Commodore (Mr. Antill) presiding, for the first time since their election to those offices. The minutes of the February meetings having been read and confirmed, Mr. Chellingworth was elected to fill the vacant office of Rear-Commodore until the next annual meeting. Messrs. Hatfield, sen., Wormald, Bishop, Ford, and Havard were elected on the sailing committee. The usual compliments were paid to the officers of the past year, and duly responded to.

Clyde Yacht Club.—At the first monthly meeting of this club for the season, held in the Globe Hotel, Glasgow, on Wednesday evening, 1st March, the following gentlemen were appointed office-bearers for the current year, viz.:—Commodore—The Hon. George Frederick Boyle, M.P., Garrison, Millport; Vice-Commodore, John Eaton Reid, Esq., Strathoun Lodge, Mill-port; Rear-Commodore, Adam Morrison, Esq., St. Vincent Place, Glasgow; Members of Committee, Messrs. J. M. Forrester, Thomas Falconer, John Ure, A. H. M'Lellan, Thomas L. Arnott, Andrew Spencer, and Richard Fergusson. Measuring Officers—Messrs. James Miller, James Grant, jun., and Robert Hart. Auditors—Messrs. D. Buchanan, and Robert Macintosh; Hon. Treasurer, Mr. William York, jun., 156, West George Street; Hon. Secretary, Mr. George Bell, 108, West George Street. The annual report was read and adopted, and from what was disclosed of the very encouraging position of the club, and the funds at its disposal, we believe the

prizes to be offered at the next regatta will hold out considerable inducement to the various crack yachts to visit these waters. It will be remembered that the regatta at Blairmore last season was one of the most successful ever held on the Clyde, the prizes offered being very valuable, and the competing yachts included some of the fastest afloat. The victorious vessels were—the Kilmenny, 30 tons; Torch, 15 tons; Glide, 14 tons; Ripple, 8 tons; Fairy Queen, 8 tons; and Lily, 4 tons; besides a number of smaller craft. It is gratifying to observe that all the winning yachts, with one exception, the Glide, were built and belong to the Clyde. The club is in a great measure indebted to its worthy Commodore for its recent success. He has ever been most zealous where its interests were concerned, and has at all times placed his own valuable services most willingly at its disposal. A vote of thanks was passed to the retiring Office-bearers for their efficient services during the past season.

Royal London Yacht Club.—The monthly meeting was held on Monday March 20th, at the club house, when it being the time for election of officers, Mr. Farmer introduced the business by proposing that Mr. Arcedeckne, be re-elected as Commodore. He had held that office several years, and from the satisfaction given to the club, he need only ask that Mr. Arcedeckne be re-elected by acclamation.—Carried accordingly.

Mr. Arcedeckne, in returning thanks, said his yacht was always at their service, and he proposed once or twice in the season, besides their ordinary matches to take a Saturday trip down from Erith for a squadron of evolution, returning on Sunday or Monday, and he hoped the members of the club would join him.

Mr. G. Powell, proposed the re-election of Mr. E. W. Edwards as Vice-Commodore, who was a thorough yachtsman and an excellent friend to the club. Mr. Osborne, in seconding the proposition, dwelt forcibly on the kindness and generosity of their Vice.—Elected by acclamation.

Mr. Edwards, when returning thanks, said his whole efforts were, and would be, to retain the good opinion they had expressed, and he would always do his best to promote the interests of the club.

Mr. G. Haines proposed the re-election of Mr. G. Harrison, as Rear-Commodore, regretting he was not present, business prevented his attendance. He was a valuable officer, and a useful member of the club.

Mr. Oriel seconded, and it was carried by acclamation.

The Vice-Commodore then proposed the re-election of Mr. Eagle as Treasurer, and observed, that he did not know any institution or club that was possessed of so valuable and indefatigable officer.

Mr. A. Crossley, in seconding the proposition, expressed his high opinion of their worthy Treasurer.—Unanimously elected.

Mr. Eagle said he was highly gratified on being re-elected to the office he had held so many years, and he hoped before the twelve months expired to be able to give the members a greater amount of accommodation and comfort.

Mr. G. W. Charlwood proposed the re-election of Mr. Alexander Crossley as Cup Bearer. He said he was an old and tried member, and besides that office he had several duties to perform for the club, which he performed cheerfully.

Mr. J. Goodson seconded, eulogising Mr. Crossley's merits and services.—Elected unanimously.

Mr. A. Crossley briefly acknowledged the compliment, and said, that although his duties were numerous, he strove to carry them out with credit to himself and the club. As chairman of the last ball he had great pleasure in handing to the secretary a check for £34. 3s. 6d., that being the profit after discharging all demands.

The sailing committee was appointed as follows :—The Commodore, Vice-Commodore, Rear-Commodore, Treasurer, Cup Bearer, and Messrs. Borras, Charlwood, Delany, Fearon, Gough, Haines, Maynard, and Tress.

Measurers of Yachts—Messrs. Delany, Haines and Hughes.

Auditors—Messrs. E. Crossley, Charlwood, and Osborne.

THE SAILING PROGRAMME.

Opening Trip, Saturday, May 13th.—Yachts to be at Erith at 1h. 30m., when the Commodore will hoist his flag on board the Stella screw-yacht, 250 tons, (Vice-Commodore Edwards, owner,) and proceed down the river, and return to the Pier Hotel, Erith, to dinner at 5h. 30m. p.m.

First Match, Monday, June 5th.—First class for a prize value 70 guineas in plate, and 10*l.* to the second boat. Course Erith, round the Nore light and back, half-a-minute time allowed. Yachts to be at their moorings at Erith on Friday, June 2d, to be measured. Entries close May 30, at 10 p.m., at the club-house.

Second Match, Monday, July 3rd.—Second and third class. For the second a prize value 30 guineas for first yacht, and 10*l.* for second yacht. Third class, a prize value 20 guineas for first yacht, and 5*l.* for second yacht. Course, second class, Erith to the Nore light and back. Time half-a-minute; third class, Erith to Chapman and back. Time one minute. To be measured at Erith, Saturday, July 1st. Entries close Wednesday, June 28th.

Ocean Match to Harwich.—It is in contemplation to hold a committee conjointly—the Royal London and Royal Harwich—and it is proposed the match should come off on June 28th, and the Harwich Regatta on the following day. The Royal Harwich Yacht Club voted 10*l.* towards the Royal London Ocean Match.

Prince of Wales Yacht Club.—The monthly meeting was held at the club house, March 10th. On this occasion the several offices were open for re-election.

Mr. W. Bain commenced by proposing Mr. G. Harrison to be again appointed Commodore; this gentleman, he said, had been detained for some time past from attending the club, from great press of business, and Mr. H. had written to the club expressing his regret thereat, and suggesting they should (if in the least his absence was injurious to the interests of the club,) select Mr. C. Long to fill the office. He (Mr. Bain), however, would propose Mr. Harrison's re-election to the office of Commodore, which being seconded by Mr. Powell, was unanimously carried.

Mr. P. Turner rose with much pleasure to propose the re-election of their excellent Vice-Commodore (Mr. Cecil Long), a gentleman pre-eminently qualified to fulfil all the duties of his post.—Unanimously re-elected.

Mr. Turner then proposed Mr. Richard Sadlier as Rear-Commodore—a

position he had held for some time, with honour and credit to himself and the club.—Unanimously re-elected.

Mr. Long thanked the club on the part of Mr. Harrison. As for himself, he had accepted office twelve months ago only for the time being; but after the proof of kindness the club had given him—after the cordiality with which he had been met by Mr. Percival Turner, the Treasurer, and the other officers, and after the warm manner in which he had been proposed and elected that evening, he felt it his duty to accept the office again. As long as he was able so to do he would give them his services; his attendance at their meetings did not cause him to neglect other business. He was an idle man, with nothing to do, and would endeavour always to do his best for the club [cheers].

Mr. Sadlier thanked the club for the compliment paid him. He considered it to be a great compliment to any man to be elected a flag-officer of any yacht club, but especially of the Prince of Wales. He ought not to say much, perhaps, but he could say a good many things. It was all very well to have good officers, but they ought to have a good crew [cheers], and something more might be done for the club. It was essentially necessary that they should use their best energies to get more members into the club than they did. Of late scarcely any members had come into the club at all, and if they wished to maintain the *prestige* of the club they must move forwards, and not, as he feared they were doing, backwards. It was impossible for the club to go on unless the treasurer had money. They had very favorably progressed hitherto, but if the members did not bestir themselves a little they would assuredly find themselves below the mark instead of above it. He did not know whether anybody had taken the treasurer in hand, but if not he hoped he might be allowed to propose Mr. Percival Turner for re-election. He had been among them many years, and with an economical administration of the club funds he had been principally instrumental in making the club what it was. He was sure that the club would agree with him that it would be impossible to find a man better calculated to fill the office. He (Mr. Turner) had done a wonderful deal for the club, and he Mr. Sadlier therefore proposed his re-election.

Mr. Benson seconded, and Mr. P. Turner was re-elected *nem con.*

The Treasurer, in rising to return thanks, dwelt with considerable force on the justice of Mr. Sadlier's remarks relative to the position of the club, and said the club should never cease to flourish while he fulfilled the post of treasurer, and he would always do his utmost to uphold its honour and popularity. It was a source of gratification to him to find that during the thirteen years he had been treasurer of the club they had prospered, and he would be very sorry to see the club diminish either in strength or popularity. As long as they elected him treasurer he would endeavour to serve them, as he trusted he had hitherto done, honestly and faithfully.

Mr. Webber proposed, seconded by Mr. Burton, that Mr. Webster fill the office of cup bearer.—Carried unanimously.

The auditors were then re-appointed as follows:—Messrs. Alfred Turner, John Webber, and E. G. Knibbs.

Mr. A. Turner returned thanks for himself and brother auditors.

The following were appointed measurers of yachts:—Mr. Cecil Long (Vice.) Mr. R. Sadlier (Rear), and Messrs. G. Legg (Hon. Sec.) and E. G. Knibbs. The Sailing Committee as follows:—Messrs. J. W. Benson, J. Burton,

F. Dollman, Lemann, Bulmer, J. D. Hewitt, R. Hewitt, Hope, W. Massingham, F. Roscoman, J. Smith, T. O. Buss, Lowe, and George Powell.

Mr. Cecil Long proposed, seconded by Mr. Geo. Powell, the re-election of Mr. Geo. Legg as Hon. Sec., which having been carried unanimously,

Mr. Legg said it afforded him great pleasure to find that he received the kind consideration of the club. For the short time he had been among them he had always striven to do his duty to the club and with credit to himself. He hoped that being new to the office, such slight mistakes as sometimes occurred would be looked over, and his best endeavours should always be to promote the interests of the club.

Mr. Long then brought forward his alteration in sailing regulation 15, which was to omit the words "in lieu of her distinguishing flag," and substitute the word "show" instead of "hoist." The alteration, he said, was a technical one, but it was necessary that it should take place, as it was exceedingly inconvenient in sailing either to hoist the ensign or a distinguishing flag.

The motion was carried unanimously. The regulation will therefore read as follows:—

"15. That any yacht, having been disabled by foul sailing on the part of any other yacht, or having valid cause of complaint, must show the club ensign as a signal of protest, which shall remain shown until acknowledged by a gun, or dipping the ensign, &c."

Mr. Long then announced to the meeting that the opening trip was fixed to take place for Thursday, April 13th, (the day before Good Friday), as usual. Yachts to rendezvous at 3 p.m. off Blackwall, and proceed to Erith. Dinner at the Pier Hotel at 6 p.m. He hoped to see them all there.

The Vice-Commodore also observed he had great pleasure in announcing that the night of club meeting was changed to the second Monday in the month, which was of great importance to the press, as well as to many of themselves, who found Friday inconvenient in many ways.

Ranelagh Yacht Club.—The monthly general meeting of the members of this club was held on March 8th, at the club-house, Pier Hotel, Chelsea; Mr. Ingram Pick (the Vice-Commodore) in the chair, faced by Mr. Boyd. The minutes of the previous meeting having been read and confirmed, the chairman opened the proceedings by congratulating the club upon their present prosperity as compared with that of some time past. The ill-feeling and division which had existed so long in the club had, he was glad to say, entirely disappeared with those who had caused it; the officers and committee worked together, the outside members assisted them as much as lay in their power, and he was pleased to say that they were now in a most prosperous condition and bid fair to rank high among yachting clubs. These remarks were received with considerable satisfaction, and were concurred in by the whole of the members present. A ballot was then opened and several gentlemen were elected.

Royal Cork Yacht Club.—At a meeting lately held it was resolved to hold the regatta on the 25th and 26th of July.

Editor's Locker.

ROYAL THAMES YACHT CLUB.

March 1st, 1865.

MR. EDITOR :—I have read with great interest the correspondence going on in your paper relative to the Royal Thames Yacht Club. I quite agree in many of the remarks, and think it high time some alteration should be made. Instead of being, as was originally intended, essentially a yachting club, for the comfort and convenience of yachtsmen, it is simply a second rate club for city men; and I must confess that there are times when one feels inclined to disown one is a member of the Thames Yacht Club; for instance, when one meets in the Polytechnic or any other public resort in London, as I have done, ladies and gentlemen walking about with the club buttons freely dispersed over their jackets, &c.; and one feels an inward conviction that their yachting is confined to an occasional pleasure trip in a Thames steamer, or an hour's hire of a pleasure boat at Richmond or Greenwich. The Royal Thames Yacht Club requires to be thoroughly re-organised, and all its rules and regulations revised and corrected, and if necessary divided into two clubs, one for yachtsmen, and to be called as heretofore, the Royal Thames Yacht Club, and the other the City men, to be called the Thames Club. In its present state it is neither one thing nor the other, though from its locality, &c., it ought to hold the highest position in the yachting world; and the comfort of yachtsmen in summer and winter should be its first consideration,

Yours, &c.,

AN OLD YACHTING MAN, AND A MEMBER OF THREE YACHT CLUBS.

ROYAL THAMES YACHT CLUB FIXTURES.

March 11th, 1865.

MR. EDITOR :—Will you allow me through your columns to draw the attention of the sailing committee of the Thames Yacht Club to the fact that the day they have selected for the race to Harwich is in the middle of the Ascot week? I feel certain that this must be an oversight, as so sporting a club as the Thames can only wish to have as many competing vessels as possible. I fear that unless the day is altered there will be fewer entries than would otherwise be the case. I, for instance, and I have no doubt many other yacht owners, make a point of going to Ascot, and will therefore be unable to enter our vessels. It is, of course, impossible to avoid clashing with some of the many race meetings, but I think the club ought to steer clear of Epsom and Ascot. I see that it is proposed that we should sail for Mr. Salt's magnificent gift on June 22nd, which is the principal day at Hampton. I hope that the committee will consider whether it

would not be possible to start us in the following week, unless the day has been selected by the generous owner of the Oithona. Might I ask you to insert this at your earliest convenience?

Yours, &c.,

LONDESBOUROUGH.

Arlington Club, March 15th.

MR. EDITOR:—The thanks of yachtsmen and amateurs are due to you and Lord Londesborough for drawing public attention to the fixture of the Harwich Race, as well as that of Mr. Salt's Cup. Should it not interfere with the club arrangements, I would suggest that the following days be selected:—The Harwich Race to take place on the Friday or Saturday prior to the Ascot week, the race to Ryde on the Saturday in Hampton week, or on any day in the ensuing week. These arrangements would enable many yachtsmen and amateurs to take a part in the proceedings, from which they will be at present debarred. Trusting your views may coincide with mine,

Yours, &c.

B.

YACHTING SWEEPSTAKES.

March 11th, 1865.

MR. EDITOR:—From time to time in your journal, and also in *Hunt's Yachting Magazine*, I have seen given forth opinions relative to the merits of yachts belonging to the second class. In the March number of the *Yachting Magazine* particularly, "A Yachtsman" expresses his conviction that from among the Thought, Torpid, Kilmenny, Phantom, and Secret, the Thought "would win the greater number of prizes throughout the season." This however, would scarcely be a fair way of coming to a right decision as to the merits of these vessels, as they might not all take part in the same races, some being engaged in the St. George's Channel matches, while others confined their races to the waters of the Thames or Solent. Looking to the great excitement occasioned by the match between the Thought and Torpid, it seems to me that a match, or something like the same principle, might be arranged between these five vessels, which would be productive of much interest to the yachting community, and more especially to racing men. In furtherance of this, although not the owner of the Kilmenny, I will guarantee on her part £50 as a sweepstakes, with a view to try conclusions with all or any one of the above-named boats; the match to come off during the ensuing season, at either the Clyde, Mersey, or Kingstown meetings, and to be sailed in terms of the rules of the Royal Mersey Yacht Club, with this exception, that the vessels must be sailed and steered by gentlemen who are at this date members of any recognized yachting club, officers of the army, navy, or volunteers, or members of any of the liberal professions, only two paid hands to be aboard each vessel, and all claim to the prize forfeited if either of these touches the tiller.

Yours, &c.,

BOWLINE.

IMPROPER USE OF CLUB BUTTONS.

Dublin, March 18th, 1865.

SIR.—As the season for fitting out yachts is now close at hand, will you allow me through your Magazine to call the attention of Club Committees to a practice now common amongst yacht owners of allowing their skippers to decorate themselves with the club buttons on their jackets. I always thought that when a club settled a device to be worn on their button it was intended for the members themselves, and not as a livery for the servants' coats, until in fitting out a friend's yacht some few seasons ago and ordering plain anchor buttons on the clothes furnished to his captain, I was informed that these gentlemen now always wear that of the club to which their master belongs; or, rather (as they are extremely fond, if allowed, of finishing out their old clothes on board, keeping their new suits for shoregoing and winter work,) that of the one to which a former employer was a member. I really think if this be the case that it is high time such a fashion should be altered, or that, at least, a second device should be adopted confined to the gentlemen themselves, as I own I do not wish to wear my own livery.

Yours,

To the Editor H.Y.M.

BUTTONS.

SAILING COMMITTEES.

London, March 20th, 1865.

SIR.—Now the season for yacht racing is fast approaching, permit me through your excellent Magazine to observe that it is absolutely necessary for the due performance of the onerous duties of sailing committees, that care should be taken to appoint only such practical men as would be able to give, in case of protests, &c., a just and honorable decision, who from their own experience in match sailing were aware of the different technicalities likely to ensue. This subject, to my own knowledge, is greatly lost sight of when appointing to that office. It cannot be denied that even in our own waters, parties have been so nominated whose only knowledge of yacht sailing was gained by witnessing the matches from the deck of a steamer, and therefore could only be influenced by the opinion of some one who chanced to be on the committee of more experience.

Yours faithfully,

To the Editor H.Y.M.

HALYARD.

YACHTING SWEEPSTAKES.

March 15th.

MR. EDITOR.—I am afraid, from a letter which appeared in your impression of last week, that I did not explain myself with sufficient clearness in *Haw's Yachting Magazine* of this month, with regard to the merits of the Kilmenny, Thought, Torpid, Secret, and Phantom, in saying that in my opinion the Thought would win the greater number of matches this season. I did not for a moment mean that any one of the above vessels should go cruising about, taking cups at the smaller regattas from vessels of less celebrity as to speed than themselves, and thus claim the palm of victory. What I meant yachting men to understand was, that at the different regattas where these well-known

vessels contended together, the Thought would be more frequently victorious than any of the others; and I cannot help thinking that the generality of the readers of Mr. Hunt's Magazine will so construe my meaning. I only wish Mr. Seddon would retain the Thought, or some equally good sportsman buy her, and take up your correspondent's challenge, as a match between the Thought and Kilmeny would be most interesting.

Yours, &c.,

A YACHTSMAN.

REGATTAS AND MATCHES.

- April 13.—Prince of Wales Yacht Club—Opening Trip, Blackwall, 3 p.m.
 May 13.—Royal London Yacht Club—Opening Trip, Erith, 1.30 p.m.
 18.—Norfolk and Suffolk Yacht Club—Opening Cruise at Yarmouth.
 26.—Royal Mersey Yacht Club—Opening Cruise.
 27.—Royal Thames Yacht Club—Opening Trip, Gravesend, 1.30 p.m.
 June 3.—Royal Thames Yacht Club—Sailing Match, 1st and 2nd Classes,
 Erith to Nore and back.
 5.—Royal London Yacht Club—1st Class Match, Erith to the Nore
 and back.
 8.—Norfolk and Suffolk Yacht Club—Regatta at Cantley.
 14.—Royal Thames Yacht Club—Extra Sailing Match, Sheerness to
 Harwich.
 19.—Royal Thames Yacht Club—Schooner Match; also Sir G. East'a
 and Capt. Lovett's Prizes; Gravesend to Mouse and back.
 21.—Royal Thames Yacht Club—Channel Match, Gravesend to Ryde.
 27.—Royal Western Yacht Club, Ireland—Regattas at Queenstown.
 July 3.—Royal London Yacht Club—Sailing Match, 2nd and 3rd Classes,
 Erith to the Nore and back.
 4.—Royal Thames Yacht Club—Sailing Match, 3rd and 4th Classes,
 Erith to Nore and back.
 5.—Royal Mersey Yacht Club—Regatta.
 5.—Royal Thames Yacht Club—Corinthian Cup, Gravesend to Nore
 and back.
 6.—Norfolk and Suffolk Yacht Club—Regatta at Wroxham.
 12.—Royal Northern Yacht Club—Regatta on the Clyde.
 25.—Royal Cork Yacht Club, and following day.
 Aug. 1.—Southampton Regatta.
 2.—Royal Irish Yacht Club—At Kingstown, and following day.
 8.—Norfolk and Suffolk Yacht Club—Regatta at Oulton.
 3.—Royal London Yacht Club—Sailing Match, 3rd and 4th Classes,
 Erith to the Nore and back.
 8.—Royal Victoria Yacht Club—Rye Cup.
 9.—Royal Victoria Yacht Club—First Schooner and Cutter Match.
 10.—Royal Victoria Yacht Club—Second Schooner and Cutter Match.
 14.—Royal Victoria Yacht Club—Third Schooner and Cutter Match.
 17.—Royal Victoria Yacht Club—Messrs. Broadwood and Morice's
 Prizes.
 18.—Royal Victoria Yacht Club—Commodore's Cup.

All Communications to be addressed to 6, New Church Street, N.W., London.

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HUNT'S YACHTING MAGAZINE.

MAY, 1865.

SKETCHES OF THE YACHTS AND YACHTING OF DUBLIN BAY IN THE OLDEN TIME,

*With Records of the Rise and Progress of the Yacht Clubs
Established on its Shores.**

BY RED WITH WHITE MALTESE CROSS.

In last month's Number I brought my subject down to the breaking up of the Old Club in 1840, and will now proceed to trace the history of yachting in Dublin Bay from that time to the present, adding some account of the origin and progress of the three clubs which now flourish at Kingstown, and of the regattas held under their auspices, and under those of the Royal Western of Ireland which, for a time, had its headquarters at that port. I shall also endeavour to give some of the dimensions of those vessels which were most distinguished in the hope that the contrast between the proportions observed at particular periods, which illustrate the marked change in fashion and taste which has taken place, may be interesting.

There are no records of regattas in Dublin Bay during the years 1841, 1842, and 1843, but the Royal Cork and Royal Northern Clubs held annual meetings at Queenstown and Largs where the yachts most successful appear to have been the Comet, Gleam, and Meteor. The first named was built at Cork about 1825 for Mr. Harrington, of

* Concluded from page 162.

Crookhaven, and at first was a regular hooker of 40 tons, with all the characteristics of that build as before described ; but in 1842 her owner had her hauled up and lengthened by the bow, making her fully 60 tons, and running her out into what was then thought a dangerously sharp vessel. She proved, however, an admirable and able sea-boat as well as an extremely fast one, and won most of the principal prizes on the south coast. The Gleam of 35 tons, was built by Fife of Fairlie in 1834 for Captain Gore Booth, and was 40 feet keel, 14 feet beam, 10 feet draft aft, and 5 feet forward, her keel being not quite three times her beam ; she was also a very successful boat, but was outdone by the Meteor, built in 1835 by the same hand for Thomas D. Graham, Esq. ; whose dimensions were, keel 41 feet, beam 14 feet, draft aft 10ft. 8in., forward 4ft. 6in., a slight increase in her length of keel, but a great one in her drag : this yacht was long thought the fastest craft to windward that could be constructed, and had extraordinary sheer, making her bow stand up like an old Roman galley ; she is still extant, and even now a good sound safe craft. Compare these dimensions with those of the Kilmeny 30 tons, by the same builder, keel 45 feet, beam 11 feet, draft aft 9 feet, forward 4ft. 8in. ; and of the Torpid, 27 $\frac{1}{4}$ tons, length 54ft. 8in., keel 50 feet, beam 11 feet, draught forward 7ft. 3in., aft 10ft. 3in. ; and the contrast will be seen at once.

In 1841 some gentlemen belonging to the Pembroke Rowing Club, which, as I have before mentioned, was an offshoot of the Dublin Rowing Club, finding that the tide very often did not suit their hours of recreation, and that the Liffey, like Old Father Thames, was every year becoming fouler and less agreeable for aquatic pursuits conceived the idea of founding a building on the shores of the harbour at Kingstown, then rapidly approaching completion, especially as the facilities for enjoying their favorite pastime of rowing in pure air and water had been greatly increased by the railway from Dublin, on which trains ran every half hour each way. They accordingly applied to the Commissioners of Public Works for a piece of ground near the harbour on which to build a club-house, which was granted, a lease being made in 1842 by Sir John Burgoine, then first Commissioner, to the Rev. Denis George, Samuel Hodder, and Charles Vernon, Esqs., as Trustees; and the building, now known as the Royal St. George's Yacht Club was erected thereon under the humble title of the Kingstown Boat Club, the original intention being merely to put up a storehouse for rowing-boats with a slip and landing-place, and a small house over it in which members could dress and get their dinner after pulling in the bay. It was opened May 1843, the entrance fee being £1 1s., and the annual

subscription £1 1s. The first regatta was held in July 1844 which, after a postponement from lack of wind was brought to a satisfactory conclusion on the 4th of that month, in fine weather and with a brisk breeze; the Viola, a well known 25 tonner from Wanhill's yard, the Olivia, (formerly called the Dandy and yawl-rigged,) and the Maak, a Cork boat, belonging to that excellent yachtsman, Sampson French, Esq., winning the chief prizes. The number of members, however, increased so much that the entrance fee and subscription were soon both doubled, and it was resolved to seek for permission to style the club a Royal Yacht Club, and for a warrant from the Admiralty to carry a particular ensign, which at first was granted by allowing the use of the white ensign of Her Majesty's fleet; but a few months afterwards, owing to the influence of the Royal Yacht Squadron, this was rescinded, and by warrant, dated 9th May, 1845, the Royal Kingstown Yacht Club obtained permission to fly the red ensign with a white cross on the field, the burgee being fixed as red with a white cross and gold crown. The Marquis of Conyngham was the first Commodore, and his flag was carried in the Flower of Yarrow, 145 tons; the late Richard Cooper, Esq., being Vice, who turned out a new and very fine cutter from Ratsey's stocks, the Vandal, 105 tons, to carry the swallow-tailed burgee.

At the regatta of 1845 the principal winners were the Meteor and Comet before described, but that of 1846 introduced a vessel to these waters which was afterwards so well known, not only in them, but wherever a regatta was held, that I make no apology for bringing her under the special notice of my readers. I allude to the celebrated Vision, 44 $\frac{1}{2}$ tons, built in the spring of that year by Wanhill, of Poole, for Mr. Thomas Birchall, her length from the fore part of the stem to the after part of the stern-post was 59ft. 3in., overall 64 feet, keel 49 feet, beam 14 feet, mast from deck to hounds 40 feet, boom 47 feet, gaff 38 feet, topmast 30 feet, and bowsprit 32 feet. Her maiden essay was winning the cup for her class at Largs, and she then came to Dublin and sailed for the Railway prize of £100; but unluckily carried away the hook of her main halyard block toward the end of the match, when half a mile ahead of the Enchantress, (or Jolly nose, as she was called from her peculiar bow,) which saved her time from the Sultan, 100 tons, the vessel which came in first. The Vision won numerous other prizes, including the Challenge Cup of the Royal Mersey Yacht Club twice, the Ladies' Purse, the Queen's Cup at Cork in 1850; and she and her sister vessel, the Drift, belonging to the Messrs. Hope met each other twenty-one times, out of which Vision

won 11—altogether she sailed 34 matches and won 21, in value about £1,800, exclusive of the Liverpool Challenge Cup and including three Queen's Cups, sufficient to stamp her as one of the most successful vessels on record.

In the course of time some unpleasantness arose in the club owing to the rejection of candidates for membership and a second club was formed, at first styled the Hibernian Yacht Club, under which name a regatta was held in 1845, but receiving a grant of another piece of land on the harbour upon which to build a club-house, and remembering the success of the old Royal Irish Yacht Club, it assumed that name; and in August 1846 obtained a warrant authorizing its vessels to fly the blue ensign with a crowned harp in gold on the fly, its burgee being also blue with a harp and crown. The Marquis of Donegal became Commodore, and Penthony O'Kelly, Esq., (Charlotte, cutter, 80 tons,) Vice-Commodore ; the entrance fee was £1 1s., and subscription £1 1s. In this year the use of the white cross in the ensign of the Royal Kingstown Yacht Club was found inconvenient, as it too much resembled the Danish flag, and accordingly a new warrant dated 24th June, 1847, was issued to that society under the name of the Royal St. George's Yacht Club, prescribing that the ensign should be plain red, but with a gold crown on the Union, which with the white cross burgee it has carried ever since. To recapitulate all the regattas held by these two clubs who soon came to an amicable arrangement that each should hold it on alternate years, the club whose turn it was to stand by presenting a cup to be sailed for under the auspices of its brother, would be too long a story, but the names of the winners will be found in a tabular form at the end of this article.

Yachting had firmly established itself among the pastimes of Dublin and its vicinity by the year 1852, and the great increase in the towns of Kingstown and Dalkey, and the number of villas built all round the coast from Dublin to Bray, with the numerous advantages for yachting purposes presented by the beautiful bay itself, tended to make other clubs wish to share the benefits of the situation. The Royal Western Yacht Club originally established at Plymouth so long ago as 1834, whose Irish branch had its head-quarters on the Shannon, were induced in that year to purchase the Owen Glendower, a cutter of 125 tons, formerly in the R.Y.S., and to station her at Kingstown as a floating club-house, intending to devote their funds and energies more to encourage real practical yachting than the other yacht clubs were inclined to do, as they from their vicinity to a large city naturally showed some tendency to degenerate into mere summer club-houses.

The members were fortunate enough to secure at their outset the services of that true yachtsman, the late Robert Batt, Esq., as Commodore, and he hoisted his flag in the Magician yawl, 65 tons, while R. I. Hillas, Esq., who had just turned out the Irish Lily cutter, 80 tons, from Marshall's yard, was Vice, and John O'Connell, Esq., Nimrod cutter, 40 tons, Rear-Commodore. This club alone of all the Royal Yacht Clubs, except the R.Y.S., retained the privilege of displaying the St. George's ensign, but with a wreath of shamrock round a crown in the centre of the cross to distinguish its vessels from those of the Cowes club. In 1854 it held its first regatta, commencing immediately after that of the Royal Irish, all the contending vessels to be manned and steered by gentlemen, members of Royal Yacht Clubs, only a master and pilot being allowed in each who were not to touch the tiller. These matches, being unique at that time, I may be excused from describing them more at length.

The first day, 20th July, was very unpropitious for match sailing, especially with amateur crews, as there was a strong S. by W. breeze which kicked up a heavy sea in the bay, while the look of the clouds made it pretty certain that the weather during the day would get worse instead of better, and that when the southerly ebb met the wind in the afternoon there would be a very considerable jumble, while the jibe round the Kish would require very nimble hands at the mainsheet and running-tackles if the racers wished to carry back their spars to the harbour. The Cynthia, 50 tons, at that time considered the crack of Dublin Bay, was entered, but after making two or three unsuccessful attempts to take up her station she hauled down her racing flag, and most of her crew made a rush on board the Coralie, 36 tons, whose owner had not intended to start her, but at once consented to comply with the wishes of his brother yachtsmen. Getting her ready and a reef into her mainsail occupied some time, but at 12 p.m. the following vessels left the harbour to sail twice round the Kish light-ship and other mark-boats for a prize valued at £100.

Cymba, 51 $\frac{1}{4}$ tons, J. Rowan, Esq. Crew—J. Rowan, Pascoe, French, and William Cooper (helmsmen), Sir Jocelyn Coghill, Mathew Kendrick, William Butler, J. C. Neligan, R. C. Neligan, William Lewis, Capt. Lyon, Capt. J. Palmer, George Middleton, Alfred Middleton, James Thompson, J. B. Bushe, Alfred Templeman, and J. King Forrest, with Robert Mc'Curdy master, and H. Morrison, pilot.

Coralie, 86 tons, Andrew Byrne, Esq. Crew—Andrew Byrne and R. M. Grinnell (helmsmen), Benjamin James, Rev. Thomas Robinson, James A. Lyle, Robert Rutledge, —— Shaw, Lieut. Eyton, R.N., Harry Potts, and R. I. Hillas, with R. Jamieson skipper, and a pilot.

Nimrod, 40 tons, Harry Bridson, Esq. Crew—H. Bridson, and Solomon Darcus (helmsmen), John M'Curdy, Luke M'Curdy, Thomas O'Meara, —— Richards, Thomas R. Bridson, E. Moore, Lushington Philips, A. Cunningham, Thomas Dunlevy, Robert Barklie, and George Smith, with a master and pilot.

Bonita, 30 tons, Thomas Barnes, Esq.

I cannot give the names of the crew of the latter vessel, but as she burst her starboard chain-plates and bore up soon after leaving the harbour, it is of little consequence. The other three met a dead muxxler to the Muglin boat, from which they could just lie to the Kish light-ship, jibe round her, and away before the wind to the Bailey and East bar buoy, from whence it was a dead beat back to harbour. The weight and power of the Cymba told in the wind and sea, and she took an early lead followed by the Coralie, whose crew soon discovered she should have had three reefs down instead of one, Nimrod last, an order which was maintained throughout the race. The Coralie burst her fore tack going out to the ship but carried on gallantly, her amateurs getting a full share of green water, and a first introduction to the pleasures of shifting ballast—not nice handy little bags of shot, but great canvas sacks filled with rivet heads and painted over, weighing some half-hundred weight a-piece, which had to be slid across the main cabin on a beam fixed into beackets for that purpose and tumbled over, a very unpleasing process for soft hands and dandy finger-nails. On coming to the Kish the second round, the Cymba having a good lead prudently stayed round the ship so as to run no risk of carrying away her spars, not so the Coralie and Nimrod, they went at it with a dash and swung their booms over in a wind and sea which made every one expect to see the masts go by the board; nothing started, however, though the Nimrod sprung her mast-head (the third that season), and the Coralie's crew having been a little lazy about those infernal ballast bags, were all sent washing about the decks by the sea, which broke into her before she righted, and the beam across the cabin jumped clean out of its fixings—happily no accident occurred, and they returned to harbour. Cymba, 4h. 58m. 50s.; Coralie, 5h. 18m. 15s.; Nimrod, 6h. Om. Os.

Next day was fine and pleasant for match sailing, but with remains of the heavy tumble from the wind of the previous day, wind SW.b.W., prize £50 cup, open to all under 30 tons.

Starters—Mask, 22 tons, J. C. Atkins; Syren, 19 tons, William Verner; Viola, 25 tons, Solomon Darcus; Cormorant, 19 tons, J. Charley; Undine, 13 tons, William Lewis; Priestess, 13 tons, Arthur Dunne; Avenir, 23 tons Simon Little.

The Syren manned by the Rev. T. Robinson, Mathew Kendrick and James A. Lyle, Esqs., with two rough and hardy chaps from Lough Neagh, as master and pilot, took a long lead to the Kish, but in jibing round, away went her throat-halyard block, the hook nipping short off, and down came her mainsail which took a long time to get righted, as the purchase gave way a second time in resetting the sail, and when crossing the harbour's mouth on the first round she was the last of the fleet; never say die, however, was the word on board her and having got things to rights she, under the skilful steering of Mr. Robinson, one of our best amateur yachtsmen—and now, alas! no more—picked up one after the other. (The leading boat, the Mask, on jibing the second time carried away her gaff close to the jaws to the intense delight and excitement of one of the Lough Neagh men who, being at the mast-head lashing up the throat for the second essay, nearly flung himself into the sea with gratification when he saw it go;) and finally collaring the Viola at the last boat, from whence it was a dead turn to the harbour they rounded the flag vessel, Viola, 4h. 46m. 30s.; Syren, 4h. 47m. 0s.; Cormorant, 4h. 51m. 0s.; which on time gave the cup to Syren. On Monday, the 22d, a cup valued £10 was sailed for under similar conditions, and won by the Nautilus, 10 tons, J. A. Walker, beating six others. In these matches the Thames rule of measurement, since so generally adopted, was used at this port for the first time. The winning vessel, the Cymba, being quite the most distinguished of her day and the type of a new school, I may be pardoned for adding a few notes about her. She was built in 1854 for Mr. Rowan, formerly owner of the Aquila and afterwards of the Oithona, by Wull Fife, at Fairlie. Keel 51 feet, deck-length 58 feet, beam 15ft. 3in., draft aft 9ft. 6in., forward 5 feet, mast deck to hound 40 feet, boom 53 feet, gaff 36 feet, topmast 36 feet, builder's measurement 53 tons. She had a mainsail with a tremendously peaked head, and to windward nothing could touch her, winning that year the first prize upon both days at the regatta held by the Royal Irish Yacht Club, besides the Corinthian match mentioned before; and in 1855 she had some bitter contests with the Glancee, 33 tons, then newly built by Hatcher for Mr. T. Bartlett. She afterwards passed into other hands, and though not so successful as a racer was and still is a first class sea-boat and cruising vessel. Mr. Brassey, who was afterwards her owner, having taken her to Norway in 1856, and published a most interesting account of her voyage there and back.

In 1855 the Crimean war interfered with all sports and light-heartedness in this as well as the sister island, and no regatta was held at Dublin; the Royal Western, however, patronised and managed those

got up at Belfast, where the Cymba beat the Glance and Foam (then new from Wanhill's stocks,) on both days, and at the Isle of Man, where Cymba won the first day and Glance the second. In 1856 the Corinthian matches were revived, and the late Earl of Carlisle, then Lord Lieutenant, visited the Commodore's yacht, the Magician, and from her witnessed the Mosquito winning the cup, but in a very different sort of day from that of the former matches, there being scarcely wind to take the vessels round the course. As the Mosquito made her first appearance on this occasion in Irish waters, and that a successful one, though she nearly lost the race by her crosstree going during the match, which was fished in the most seamanlike manner by one of her amateur crew, who has since by his courage and coolness amidst another element obtained a distinguished post in the employment of the City of London—I may say a few words, though at the risk of repeating an often told tale about this well known clipper.

The Mosquito was built on the Thames in 1848 by the firm of Ditchburn and Mare, iron shipbuilders, from the drawings of Mr. Waterman, their foreman designer, and was owned by Mr. Charles Mare himself. Dimensions—length over all, 68 feet; beam, 15ft. 4in.; length from fore part of stem to aft part of stern-post on deck, 63 feet; rake of stern-post, 12 feet; draught of water forward, 7 feet; aft 11ft. 4in.; length of mast, 61ft. 6in.; diameter of do., 15 $\frac{1}{2}$ inches; tonnage, 50, o.m.; but from the excessive rake of her stern-post when deck measurement came into fashion her racing tonnage was increased to 59 tons. She first came out at the Royal Thames Yacht Club regatta in that year, and won the strangers' prize of £100 from five others, all amongst the fastest clippers of the day, being afterwards purchased by the late Lord Londesborough, and with Jack Nicholls at her tiller and the blue pierced white with red Maltese cross banner at her topmast head, she went hither and thither up and down the coast wherever a prize was to be sailed for, winning nearly all she contested and finding nothing of her class except perhaps the Volante able to contend with her. She was then sold and went to Sweden, whence Messrs. Young and Groves rescued her in 1856, and sailed her for a time in partnership until the death of Mr. Young, when Mr. Groves became her sole owner and altered her spars, giving her 44 feet hoist of mainsail, 52 feet boom, 33 feet gaff, topmast 37ft. 6in., bowsprit 33 feet, and with Tim Walker as her skipper she ran nearly as brilliant a career as before, winning eleven prizes, a complete list of which would be too numerous to insert here ; this went on to 1860, when Mr. Groves being tired of racing sold her to the Royal Northern Yacht Club as a club

yacht, and her spars were much reduced. In this ignoble capacity the "dear old lady" continued until last season, when Mr. Houldsworth of the *Aeolus* exchanged that vessel with the club for her, and giving her a new suit of canvas larger than she ever had before, and borrowing the redoubted Tim to assist his brother, W. Walker, sailed her with great success, her list of prizes being second only to that of the *Vindex*, and in the course of the year she fairly beat all the new cracks in every kind of weather. She has been hauled up during the winter at Steele's yard, Greenock, having an alteration made in her quarter and stern-post by taking out the excessive rake and lengthening the water-line, which it is expected will much improve her, especially in running and reaching.

But to return to the doings of the clubs, from which we have made a considerable departure. In 1850, on the lamented death of Mr. Cooper, Sir James Stewart, Bart., of the *Charm*, cutter, 73 tons, was elected Vice-Commodore of the Royal St. George, and on his resignation in 1854 Lord Otho Fitzgerald succeeded him and continued in office until 1859 when he resigned, and Captain Henry, of the *Maraquita* schooner, 125 tons, became Vice; and a third flag-officer was added in the person of that thorough yachtsman, Elwood Bowen, Esq., who became Rear-Commodore, and hoisted his flag in the *Phantasy* schooner, 20 tons, but dying in the winter of 1861 on board his little yacht, *Wills Sandford*, Esq., of the *Witch* schooner, 90 tons, succeeded him; and in 1836 Lord Conyngham having become Vice-Commodore of the Yacht Squadron, resigned the flag which he had held for so many years, and the Marquis of Drogheda, to whom he had sold the *Cecile*, a noble schooner of 190 tons, was elected. In the beginning of 1864, Captain Henry (having some time before lost the *Maraquita*, which foundered in Holyhead Harbour on the disastrous night in which the Royal Charter was wrecked, and such fearful loss of life took place on the west coast of England,) resigned the office of Vice-Commodore, when the Marquis of Conyngham yielding to the loudly expressed wishes of the club, consented to return to the list of flag-officers and to serve under the Marquis of Drogheda, hoisting his flag at first in the noble old *Pearl*, but later in the year he changed it into the *Helen*, a fore-topsail schooner, 240 tons, built for him by White of Cowes, which arrangement of officer-bearers still continues. The club-house has been more than once enlarged since its erection, and is still rather small for the accommodation of its members, who muster nearly 800 strong, and its fleet of yachts which has been constantly on the increase, numbered last year 43 vessels, measuring 3,053 tons, while the subscription has risen to £3, and the entrance fee to £10.

The Royal Irish stuck by the Marquis of Drogheda as Commodore for many years, but last season substituted the Earl of Granard for his Lordship. Mr. O'Kelly resigned the Vice-Commodore flag in 1859, and was succeeded by Joseph Hone, Esq., Gitana cutter, 73 tons, but last year he gave up yachting, and Mr. Charles Putland, Belle schooner, 75 tons, took his place, assisted by Mr. I. Doherty, Echo, 36 tons, as Commodore of the rear squadron. Their house has remained unaltered since built, but the subscription has grown to £4, and entrance fee to £ , while the list of yachts has become 32 vessels, with an aggregate tonnage of 1,145.

The Royal Western of Ireland lived and flourished as long as they remained upon their proper element, but in the winter of 1855 they were ill-advised enough to sell the Owen Glendower and open a club-house in Dublin, from which time they rapidly declined in health, being afflicted with a disease of the chest which weakened the fabric much, and in 1858 the resolution of the Lords of the Admiralty to take away their privilege of carrying the white ensign acting on an enfeebled constitution, produced the demise of the club; it was, however, resuscitated some years after by a junction with the Queenstown club, and for the sake of change of air, the head-quarters were removed to the Cove of Cork, where it still exists.

On its dissolution in 1857, some of the more yachting spirits of the port drew together and held a meeting at Gilbert's Hotel on the 19th of March, which resulted in the establishment of a small club entirely for yachting purposes. It was at first called the "Kingstown Model Yacht Club" and confined to vessels of a tonnage not exceeding 15 tons, Lord Otho Fitzgerald became its "Captain of the Fleet," and hoisted the red anchor on a blue field in the Cinderella, a screw steamer of 30 tons, then just built; but this burgee was soon changed into an Irish crown on a blue field, and the name into that of "The Irish Model Yacht Club," the intention of the members being to confine their efforts to a small class of yachts to be chiefly manned and steered by themselves, and that all the funds subscribed should be returned in the shape of prizes, merely deducting necessary expenses. They held their first meeting on the 21st May, 1857, at Gilbert's Hotel, to which they have ever since resorted, and have gone on flourishing and increasing in yachts and members; the results of their matches being given at p. 206. The tonnage to which their prizes were open gradually enlarged itself to 25 tons, and in 1859 a challenge cup was purchased by private subscription of several members, and presented to the club with the proviso that it should be sailed for annually, the owner of the

winning yacht to retain it for one year, and with it the title of Captain of the Fleet ; and whoever succeeded in holding it for three years to become its absolute owner. This cup and the office annexed to it went the first year to Captain Byrne with the *Virago*, the second to Thomas D. Keogh, Esq., with the *Dove*, and in the next three to E. J. Bolton, Esq., with the *Magnet* ; a very pretty and powerful little boat built for him by Holden, of Kingstown, expressly for the purpose of winning the above cup. This club fully kept up the principle of Corinthian matches, all its vessels being manned and steered by members only, one paid hand allowed in each boat who was not to touch the tiller.

In 1864, finding themselves firmly established, the members determined to abandon the title of "Model" and all restrictions as to tonnage, and to come forth as a regular yachting club, adhering strictly however to their first principles, "all funds to go in prizes," and "all vessels to be manned by gentlemen amateurs." They adopted the name of "The Prince Alfred Yacht Club," in honour of our Sailor Prince, and changed their burgee to red with a foul anchor in yellow on the fly, to be worn with the red ensign of Her Majesty's fleet. The opening cruize took place on 27th May, the Queen's birthday, when Charles Putland, Esq., hoisted the Commodore's flag in the *Belle* schooner, 75 tons, Fielding Scovell, Esq., the Vice, in the *Enid* cutter, 57 tons, and E. J. Bolton, Esq., the Rear, in the *Magnet* cutter, 12 tons, and their list gave a total of 38 vessels, measuring 1,971 tons. The record of their matches will be found at p. 206, in which they distributed nearly £100 in prizes, and filled up a dull season of the year ; while these friendly contests gave many a young man an opportunity of learning more of real sailing and seamanship than he would be likely to pick up in twenty days loitering about the bay with the vessel's sails set like clothes hung up to dry, and herself making a wake like a corkscrew, as she dawdles about hither and thither, filling up the time between lunch and dinner, while her owner and his friends sit with their hands in their pockets, smoking, and thinking that "this is yachting."

I have now given what I professed to do, namely, a record of the progress of the yachting in Dublin Bay from the earliest time from which I have been able to get hold of any records to the present, and have added such particulars of yachts, matches, and clubs, as I thought might be interesting; want of space warns me to cut my yarn short, and I therefore commit my sketch to the kind consideration of the readers of *Hunt's Magazine*, hoping that it will bring forth some other records from more able pens of other ports, and other doings, even if not of much interest or value in itself.

REGATTAS HELD IN DUBLIN BAY. 1828 TO 1864.

Date.	Club, &c., holding Regatta.	FIRST CLASS, Winners.		SECOND CLASS, Winners.		THIRD CLASS, Winners.		Tons
		1	2	1	2	1	2	
1828 July 21	Committee	Kingstown Ch. Cp	Liberty	42	15	15	Betsy	19
1828 July 22		Kingstown Ch. Cp	Liberty	50	42	40	30	
1829 July 1	...	Kingstown Ch. Cp	Liberty	42	42	42		
1831 Aug. 13	R.Y.C.	Kingstown Ch. Cp	Rob Roy	50	53	40	Emily	15
1831 Aug. 14		Kingstown Ch. Cp	Dicky Sam	40	20	20	Maria	13
1832 June 25	R.Y.C.	Kingstown Ch. Cp	Ganymede	69	30	20	Ivanhoe	10
1832 June 26		Kingstown Ch. Cp	Louisa	162	30	42	Zephyr	41
1833 July 1	...	Kingstown Ch. Cp	Angelssey Cup	163	162	30	Dublin Cup	42
1833 July 2	...	Kingstown Ch. Cp	Kate	42	42	19	Kate	42
1834 July 17	...	Kingstown Ch. Cp	Angelssey Cup	18	19	15	Tippo	14
1834 July 18	...	Kingstown Ch. Cp	Fanny	75	75	15	Dublin Cup	15
1835 July 8	...	Kingstown Ch. Cp	Corsair	84	Adelaide Cup	35	Clarence	15
1836 June 30	...	Kingstown Ch. Cp	Gold Cup	75	84	15	Booth Cup	15
1837 June 1	...	Kingstown Ch. Cp	Noran	69	75	15	Dublin Cup	29
1837 June 20	...	Kingstown Ch. Cp	Gold Cup	121	69	15	Booth Cup	15
1838 July 19	...	Kingstown Ch. Cp	Wave	54	54	15	Zephyr	20
1838 July 28	...	Kingstown Ch. Cp	Therese	121	Claret Jug	17		
1839 July 1	...	Kingstown Ch. Cp	Gold Cup	43	Ariel	21		
1839 July 29	...	Kingstown Ch. Cp	Annulet	44	22	15		
1839 July 1	...	Kingstown Ch. Cp	Medina	43	25	15		
1840 July 2	...	Kingstown Ch. Cp	Annulet	48	22	15		
1840 July 8	...	Kingstown Ch. Cp	Gleam	43	25	15		
1840 July 9	...	Kingstown Ch. Cp	Booth Cup	30	20	15		
1841 July 4	Kingtn. R.C.	Atlanta	25	25	25	25		
1841 July 5	R.K.Y.C.	Viola	25	25	Black Bess	20		
1845 July 8	R.K.Y.C.	Olivia	25	15	Mark	25		
1845 July 9	...	Meteor	32	25	Phantom	14		
1846 July 11	Hiber. Y. C.	Comet	59	40	Olivia	25		
1846 July 12	R.K.Y.C.	Meteor	82	20	Dart	10		
		Caprice	100	50	Brownies	33	30	40
		Enchantress	45		Rose			

Kingstown Challenge Cup, value £105, to be won twice in succession.
 Booth Cup, value £50, presented by Sir R. G. Booth, to be won twice in succession.

Date.	Club &c., holding Regatta.	FIRST CLASS. Winners.		SECOND CLASS. Winners.		THIRD CLASS. Winners.		Tons
		1	2	1	2	1	2	
1848 July 4	R.I.Y.C.	80	40	95	50	30	40	Tons
5	R.St.G.Y.C.	50	45	50	40	25	25	
Aug. 8	R.I.Y.C.	Challenge Cup	Bacchante	Enigma	Nimrod	Daring	Water Wyrm	17
9	R.I.Y.C.	50	55	50	40	25	Daring	48
1849 Aug. 1	R.I.Y.C.	50	55	50	40	50	Drift	17
2	R.St.G.Y.C.	100	55	50	30	40	Syren	55
1851 Aug. 8	R.St.G.Y.C.	Queen's Cup	Cynthia	Antelope	Dolphin	Challenge Cup	Atalanta	19
9	R.I.Y.C.	60	50	30	50	10	Truant	27
1852 July 20	R.I.Y.C.	Queen's Cup	Stella	Pauline	Kelpie	Challenge Cup	Cynthia	3
21	R.St.G.Y.C.	50	50	40	40	22	Challenge Cup	Atalanta
1853 July 26	R.St.G.Y.C.	100	48	30	30	20	Cynthia	50
27	R.I.Y.C.	60	48	50	50	10	Imp	10
1854 July 18	R.I.Y.C.	60	53	40	40	35	Sybil	8
19	R.St.G.Y.C.	100	53	30	30	10		
1856 June 24	R.St.G.Y.C.	60	35	30	30	19		
25	R.I.Y.C.	100	35	30	30	19		
1857 June 30	R.I.Y.C.	60	80	35	Vigilant	Challenge Cup	Atalanta	27
July 1	R.St.G.Y.C.	100	50	30	Kelpie	Challenge Cup	Cynthia	50
1858 July 21	R.St.G.Y.C.	100	50	30	Flirt	Challenge Cup	Atalanta	50
22	R.I.Y.C.	60	50	20	Flirt	Challenge Cup	Cynthia	50
1859 July 6	R.I.Y.C.	53	48	30	L'Eclair	Challenge Cup	Atalanta	50
7	R.St.G.Y.C.	100	48	26	Sonurge	Challenge Cup	Cynthia	50
1860 July 11	R.I.Y.C.	100	40	30	Vivid	Challenge Cup	Atalanta	50
12	R.I.Y.C.	70	50	20	Surprise	Challenge Cup	Cynthia	50
1861 July 16	R.I.Y.C.	50	50	20	Thought	Challenge Cup	Atalanta	50
17	R.I.Y.C.	Audax	62	30	27	10	Magnet	50
1863 July 8	R.St.G.Y.C.	100	48	30	27	50	Diadem	118
9	R.I.Y.C.	60	48	30	20	20	Cinderella	15
1863 July 15	R.I.Y.C.	100	56	30	15	75	Circe	135
16	R.St.G.Y.C.	100	56	30	27	15	Glide	14
1864 July 7	R.St.G.Y.C.	100	56	30	27	15	Glide	14
8	...	Vindex	48	30	33	20	Ripple	12
			50	20	100	100	Medcap	75

Challenge Cup, value £25, presented by Kildare Street Club, and to be won twice.

MATCHES OF THE IRISH MODEL YACHT CLUB.

1857.—August 24th, First Class, Bijou, 10 tons; Second Class, Flirt, 7 tons; Third Class, Torment, 4 tons.

1858.—September 11th, First Class, Dove 12 tons; Second Class, Vidette 8 tons.

1859.—First Class, Dove, 12 tons; Second Class, Vidette, 8 tons; Third Class, Torment, 4 tons; Challenge Cup and Title of Captain, Virago, 10 tons.

1860.—First Class, Dove, 12 tons; Second Class, Virago, 10 tons; Third Class, Flirt, 7 tons; Challenge Cup and Title of Captain, Dove, 12 tons.

1861.—First Class, Banba, 23 tons; Second Class, Magnet, 12 tons; Challenge Cup and Title of Captain, Magnet, 12 tons.

1862.—Second Class, Virago, 10 tons; Third Class, Flirt, 7 tons; Challenge Cup and Title of Captain, Magnet, 12 tons; Extra Matches, Doherty Prize, Magnet, 12 tons; Bolton Prize, Pet, 12 tons.

1863.—First Class (handicap) Banba, 23 tons; Second Class, Magnet, 12 tons; Challenge Cup and Title of Captain, Magnet, 12 tons; extra Match, Virago, 10 tons.

MATCHES OF THE PRINCE ALFRED YACHT CLUB

1864.—Second Class, Echo, 36 tons; Third Class, Luna, 25 tons; Fourth Class, Magnet, 12 tons; Fifth Class, Dudu, 3 tons; Schooners, Amy, 70 tons.

PRIVATE MATCHES.

1855.—Viola, 25 tons, beat Albert, 20 tons, gentlemen crews.

1862.—Enid, 57 tons, beat \AA eolus, 58 tons, gentlemen steering.

1861.—Magnet, 12 tons, beat Pet 12 tons.

1863.—Dublin Bay Subscription Cup.—L'Eclair, 32 tons, beat Echo, 36 tons; Storm, 38 tons; Secret, 20 tons; Banba, 24 tons, and Carina, 12 tons.

THE COCKNEY'S RETURNS FROM THE WEST COAST OF IRELAND.*

BY S. N. TRENCHÉ.

In the basin—which we hear was a Board of Works construction—we saw a dozen little fishing-hookers, exactly similar, and about 12 tons each, duck-like as they sat upon the water with their pert bluff bows cocking up into the air, reminding one of a caricature of a snub *retrousee* nose, and also about fifty very powerful looking fishing-yaws and cobbles. The old church or abbey of St. Kieran (who once lived there) we saw in utter ruin at the south-west end of the basin; and a precipitous, rocky, and circumflex pathway led us to, and through, the valley which nearly separates the island into two, bringing

* Concluded from p. 177.

us out on the cliffs of south harbour, in which was lying the Magnetic Company's tender snorting off her steam, having just intercepted and landed the News canisters from the R.M.S. Persia, which had just passed within a few hundred yards of the shore of this very bold coast. Another wind in the path brought into view the pretty neat-looking little gothic church, and the respective residences of the clergyman and priest, the habitations of the pastors of both denominations nestling amicably side by side; a fact, we afterwards learned, disagreeable to one at least of the occupants, who would, if possible, have placed either himself or his neighbour at the extreme farthest point of the island. The Roman Catholic chapel was not to be seen, as it was our guide informed us at the other side of the island, and not at all remarkable for beauty, being built in the former old barn style of Irish ecclesiastical architecture, capacious but unsightly.

The bell had ceased to ring, and so there was no getting at the clergyman for the present, and we all went into church just at the commencement of the second lesson; for the first few moments rather disturbing the attention of the congregation, a quiet and respectable set of people who were soon again engrossed by the impressive and silvery tones of their pastor, and after an eloquent but simple and short discourse they separated. The clergyman immediately on coming out of the vestry advanced towards us, and with true hospitality before he even knew our names, position, or circumstances, asked us down to the parsonage to lunch, where we fully explained our case to him, and asked his advice; he condoled very much with O'Donovan on the loss of his beautiful craft, and promised to have the coastguard on the look-out for any of our property that might have been cast ashore, he also suggested a vast improvement in our plan for reaching Cork, the Telegraph tender was going to start at twelve that night for Queenstown for some requisites, and he promised us an introduction to the superintendent, who he was certain would give us passages; and, supposing we were short of money, he most generously offered to place at our disposal any sum we wished to name; this, however, we thankfully declined. We had at first been introduced to a young friend of the clergyman's who was going in the steamer to Queenstown, and who much amused, amazed, and edified Cocks by his accounts of life and amusement at the parsonage, and in Cape Clear generally, a place where Cocks would have expected to meet with no more christian fitting amusements than in the encampment of a tribe of Arabs, or the dens of the Zoological Gardens. After a very good lunch we followed our host up to the Magnetic Telegraph Office, and were introduced to the superintendent, who at once acceded to our

request for berths and would hear of no payment; we were then furnished with blank forms, and despatched several messages such as—

"Purcel O'Donovan, to "Mr. John O'Flaherty, Steward,
Cape Clear." Rinco Castle,
Co Waterford."

"Norah totally wrecked, no lives lost, meet me with money in Cork to-morrow."

"Alfred Cocks, Jun., to "Alfred Cocks, Sen., Esq.,
Cape Clear." Plumbersault House,
London."

"Dear Governor,—Friends yacht smashed yesterday; unaccountable misfortune, did everything human experience could devise to avert the catastrophe. People very wild and savage, but received no personal injury from them as yet. Send good lot of cash to Imperial Hotel, Cork, for me, as everything is totally lost."

"John Rogerson to "Sir Fertrie Rogerson, Bart.,
Cape Clear." Crowsorth, Hants."

"Norah wrecked, all safe, everything but purse gone, home next week."

After this we took a walk under the guidance of our clerical friend to the Old Light House, which has ceased to be lit since the erection of the new one on the Fastnet Rock four miles to the west, but for fear of any accident occurring in consequence of its fearfully exposed position, the Cape Light was kept in full working order until the present year when it was dismantled, the light-keepers removed, and the buildings sold to the landlord of the entire island, Sir Henry Beecher, Bart., for a mere trifle.

These same buildings are most curious and nondescript looking, there is at one side the usual light-house round tower, at the other extreme an old Irish square signal-castle, and between and around both a number of one-storied buildings, residences of the light-keepers, both towers being uninhabitable; the view from their summits, however, was most splendid. The bay of Roaringwater to the north studded with its hundred emerald islets, north-east and east; the old brown castles of Ardinennant, Kilcoe, and Whitehall; Lisheen chapel and a fishing lodge on St. Kames Island being most conspicuous from this point of view, owing to their striking positions and glittering whiteness. We would gladly have remained to see the magnificent rays of the evening sun light up the Brow Head and the vast expanse of crystal waters now so quiescent and harmless, yesterday so turbulent and destructive in their storm-lashed fury, but time forbade us, the evening service necessitating the conclusion of the minister's dinner before six, so we descended the mountain five hundred and odd feet above the sea-level,

and after a pleasant social dinner, attended evening prayers. We then strolled about the island until tea-time, shortly after which we went on board the Flying Childers, attended thus far by our kind and hospitable host to whom we regretfully bade farewell as the mooring was let go, and we steamed swiftly out of the harbour. The night was most beautiful, but inky dark, so that we could not see a single particle of the coast we were passing, therefore we adjourned to the cabin and mixed ourselves sundry tumblers of punch, and our friend from Cape told us such a good story that I hardly can with comfort close this history without repeating it.

Last summer, said the narrator, I hired a small cottage on the shore of Roaringwater bay, and having a small cutter of eight tons in Cork, I brought her round for the season. Now the sub-inspector of police there was very fond of the water on a fine day, but fearfully nervous on anything at all of a wild one, he called on me when I went down first and we were soon great friends, he constantly went out with me in settled weather fishing and sailing, but never to any distance from shore. He was always anxious to see Cape Clear yet rather afraid to venture so far for fear of being caught in anything of a breeze, but at last during a long run in fine weather screwed up his courage to the sticking-point and agreed to form one of a rabbit-shooting party I had invited for the next day to go in there.

Well, the next day came, and it looked as fine as any of the others but for a slight haze round the southern horizon, which I told my friend Hardy betokened great heat, a statement which my falling sympieso-meter gave the lie direct to; however, no one but myself saw this, for I knew if Hardy had even dreamt of such a thing he would not have come, and as it was he had his doubts when he came alongside and saw my little boat kneeling down to it so much, with her foresail aback, and would have retracted if retraction was at all possible; he, however, at once demanded a reef down, which I uncompromisingly resisted, so by way of restitution he seized the tack-tricing-line and ran the tack of the mainsail well up to the mast. We were then sailing under mainsail and jib, but as we passed Audley Cove a strange yacht which had anchored there for the night ran out, heading like ourselves for Cape, and evidently intent upon being there before us, as she carried her deck well under water by means of a square-headed topsail and large jib; though she was three times our size my spirit rose and I gave the word to get up the foresail, much to Hardy's disgust and horror, the wind was a little gusty and during the puffs he hung on to the tack-tricing-line

like a cat, actually pulling it so hard that I was afraid he would tear down my little gaff, as he used in his terror actually to top the boom by means of the purchase on the leech of the sail; I would gladly have had him away from it and boused down the tack, but he was a wiry powerful man and very tenacious of his purpose, we managed, however, to hold our own very well with our opponent as he was ashore five minutes only before us, and we joined company for rabbit-shooting, in which we had considerable success; but the weather grew worse and worse, nasty heavy south-east mist set in and it blew pretty stiffly in fitful gusts, so that we soon began to think it time to face for home; as to myself I did not care, for I would as soon have staid in Cape as not, but my friends, and particularly the sub-inspector, would go out at all hazards, as he expected his superior officer that night to come round on his inspection tour, he was however in a most horribly depressed state of mind, all the islanders to whom he had communicated his fears of our safety had confirmed him in them as they always do, for perhaps you don't know that they have a superstition against persuading any one to go to sea who has a distaste for it. So to Hardy's very worst apprehensions, he only got the response, "Very true yer honour 'tis like so," till he was in a nervous tremor from head to foot. When I came down to the boat the first thing he said to me was, "Tom, of course, we'll put down these reefs?"

"No we shan't," I flatly answered, "the wind is abaft the beam, and but for you I would not reef at all, however to please you let us strap down two before we leave the pier."

"Indeed, then sir," said an old pilot, "it is no harm for you to do that, you will get a great pegging crossing Gascanane tide-race."

"Yes, yes," groaned Hardy, "it is a fearful place, we will be lost there I know."

"I wouldn't be surprised yer honour, if that same was true," assented the old pilot.

Poor Hardy tremblingly assisted to tie down the reefs, and we cast off. We were for some time under the shelter of the land, and I produced our provisions thinking it a pity to lose any time as we had had nothing since breakfast, eight hours before, and began to set a good example myself; one of my companions joined me, but Hardy had made a convert of the other, and nothing we could say would induce either of them to eat or drink anything, but they remained like two cormorants perched on a buoy on the weather peter-boards, waiting and watching for the expected catastrophe they felt confident was impending. I had a steady old coast fisherman at the helm, but he was not much accustomed to the sailing of sharp cutters, and rather timid on board them.

We now got the first touch of the wind but gave her lots of sheet and did not mind it in the least, so my friend George and I went on with our repast.

"For God's sake, Tom, throw those nasty sandwiches overboard," implored Hardy, "and attend to your boat; indeed it is tempting Providence to be eating and drinking under such circumstances;" he said, as a rather smart puff sent us tearing along at nine or ten knots an hour, "consider, my dear fellow, that in all probability we shall be drowned in a few minutes."

"Oh, for goodness sake, Hardy, don't make a fool of yourself, there's not the very least danger, come down and have something in the cabin; and as to tempting Providence, it appears to me that throwing a good meal overboard when there is nothing to be done but steer with a free wind, would be tempting Providence never to give me another."

"Very well, Tom, very well, your joking will soon be over now, so enjoy it while you can, poor fellow, I wish I could," said Hardy dismally, "but I'd rather not go into the cabin, I should like to know the moment I am going down and I don't mind the present wetting in the least, the shock of that which is to come will not be so great after it."

"Con," said I to the helmsman, "will you have some of these sandwiches."

"Thank yer honour, if ye plaze," promptly he returned.

"No," said Hardy, "I won't allow it, Con has enough to do to mind his helm, if you send any provisions here I will pitch them out."

I assure you, gentlemen, the look old Con gave at him is indescribable, it spoke such volumes of resentment, disappointment, and hatred.

Just now we got into the race of the tide, when the water was much more broken, the squalls heavier, and better steering was required than before, Con every now and again would ease her a little with the helm, and luff, perhaps a little more than was safe, but on the whole we got on very well; Hardy who was keenly alive to everything connected with his safety at once saw what he was at, and approved of it.

"Bravo Con, very good indeed," he said, "Ah! here's a black squall coming down, that's it, put it well down, ease her enough, don't be afraid."

I foresaw what would happen but it was too late to speak, the squall headed us, and if I had not been very prompt in letting fly the jib-sheet and starting the peak, we would when we filled again have undoubtedly gone to the bottom, even as it was we careened down to the very combings of the hatch.

"Con," I said, when we had again righted and got under weigh,

"I'm ashamed of you, thoroughly so, you an old sailor, to be said by anyone who knows nothing at all about a boat. If I see any sail on board again give one solitary shake, I will dismiss you the moment we get ashore."

Con stuck her to it like a trump for the rest of the passage, and safely took our moorings, but we had all got such a thorough drenching that we made off with all speed to change our garments, forgetting to offer Con any refreshment, who had thus to go home fasting; a fact he remembers with bitterness to this day, as he tells the story everywhere, very much indeed to Hardy's disadvantage; so that it has become a common byeword in bad weather for the fishermen to say, "Aha! if Hardy was here now?"

Well, gentlemen, early this spring I had Hardy out again on a beautiful day in Baltimore Harbour, and two men with me who did not know him at all; off the Abbey Strand we got a heavy squall, which forced us to let go our head-sheets, and wet some of our deck.

"Aha!" exclaimed one of the men, "if Hardy was here now?"

"What do you mean, sir?" sharply asked Hardy, "do you know who you are speaking of?"

"Wisha! no, yer honour," sheepishly returned the fellow, seeing that he had gone wrong somehow; "I don't know him at all yer honour, but ould Con Hurley tells the people that he is a gentleman who do be very much afeard."

Just as this story was brought to a termination we arrived in Queenstown, and took the next train for Cork. Before we parted next day I took O'Donovan aside, and said to him—

"Have you any objection to my sending my notes of this unfortunate voyage to *Hunt's Yachting Magazine*?"

"None whatever, my dear fellow," he replied, "it may prevent some one else who does not know the place well, being wrecked by going in Gascanane Sound to Skull, when they would be wiser to go the safe way round the Cape; but allow me to give you one hint, settle the story as you please, but let me beg of you to give correct geographical descriptions, as they may be useful to the readers of the Magazine. And I hope you will join me again next year in my new yacht, and have an account of a more prosperous voyage for its pages."

YACHTING ON THE FIRTH OF FORTH.

OUR readers will observe among the Regattas to come in our present impression, one notifying that a regatta is to be held at Granton, in the month of June next, by the Royal Eastern Yacht Club. Such an announcement, referring as it does to a period of the year when business is dull and amusements few, can scarcely fail to be agreeable to the public, especially when we consider how rarely a regatta has been held of late years, in spite of the advantages of Granton as a harbour, the picturesque beauty of the shores of the Forth between Granton and Hopetoun, and the desirableness and propriety of encouraging the nautical tastes, and improving the nautical skill of the numerous seafaring population on both sides of our noble estuary. We are therefore glad to find that the Royal Eastern is rousing itself from its long repose, and promising to be a vigorous and permanent institution. It is now a great many years since it held its last regatta; but we trust that in future a similar interval will not again be allowed to elapse, and that the regattas of the club will hereinafter be held annually. It would be a disgrace to Edinburgh and the east coast of Scotland to let the club again fall into abeyance, while the Clyde, the Thames, Dublin, Cork, Cowes, Ryde, Torbay, Harwich, Southampton, and many other places in England and Ireland—some of them not having nearly the yachting advantages and picturesque beauty of the Firth of Forth—possess vigorous and flourishing yacht clubs. The Royal Eastern Yacht Club was originally instituted in 1836, under the direct approval and patronage of King William IV. The Duke of Buccleuch was then, as now, the Commodore, and the Earl of Roseberry Vice-Commodore; while the committee of management included such names as the Earl of Mar, the Earl of Haddington, Lord John Scott, Lord Dalmeny, Admiral Sir Philip Durham, Vice-Admiral Sir David Milne, Rear-Admiral Sir Thomas Livingston, Sir John Hall, of Dunglass, Sir Thomas Dick Lauder, Professor Wilson, the Hon. Bouverie Primrose, and a number of other distinguished and influential men. The club then numbered more than three hundred members; its regattas in 1836 and 1837 were brilliant and admirably managed, and—what will especially interest our lady readers—the former was followed by a most successful ball in the Hopetoun Rooms—at which 394 ladies and gentlemen were present—under the patronage of the Countess of Mar, Lady Loughborough, Lady Colville, and other ladies interested in the prosperity of the club. Balls are rather a rarity in June, and we daresay that many of our fair

readers might be induced to lend their powerful support to the ensuing regatta if it were to be followed up by a ball. We observe that among the prizes sailed for in 1836, there was a piece of plate, presented by the ladies of Edinburgh, and a set of silk signal-flags, presented by the ladies of Leith. We trust that the ladies of 1865 will follow the good example thus given by their predecessors in 1836. Even the smaller towns on the shores of the Forth seem to have been strongly imbued with the yachting spirit in 1836, as the following extract, dated 10th June, 1836, from the minutes of the Town Council of the ancient burgh of Queensferry, amply proves:—"Provost Innes laid before the Council a circular letter from the Royal Eastern Yacht Club, bearing the post-mark of 13th June, requesting an annual subscription of £5 to the prize funds for the encouragement of the maritime population of the River Forth, as well as for giving prizes to the boats belonging to the different sea-ports in the said river; which letter being read and considered by the Council, they are unanimously of opinion that the Royal Eastern Yacht Club should receive every encouragement and support from all the maritime towns in the Firth, and therefore resolve to comply with the wish of the club by opening a subscription paper for raising the sum of £5, in terms of the circular." If the excellent example thus set by the burgh of Queensferry were to be followed by Burntisland, Kirkcaldy, Elie, Musselburgh, Prestonpans, Inverkeithing, and the other numerous and thriving sea-ports on the shores of the Forth, the funds of the Royal Eastern would be greatly strengthened, and they would be enabled not only to offer cups or purses, which would attract some of the best yachts from the Clyde and from England, but also to give money-prizes to be competed for by the fishing-boats belonging to the different fishing towns and villages between St. Abb's Head and Alloa; and if such prizes were to be given annually, they would tend materially to improve both the model and construction of our fishing-boats, and the smartness and nautical skill of their crews.

We find, from a programme of the first regatta held by the Royal Eastern Yacht Club, that it occupied three days—Thursday, Friday, and Saturday, the 14th, 15th, and 16th of July, 1836. There were twenty yachts entered for the various prizes—the largest being Lord John Scott's Lufra, 81 tons, and the smallest the Brilliant, of 10 tons, belonging to the Earl of Mar. On the first day, two pieces of plate, presented by the ladies of Edinburgh and by the inhabitants of Leith, were competed for; on the second day, a piece of plate, presented by the inhabitants of Edinburgh, and a set of silk signal-flags, presented by the ladies of Leith; and on the third day, a piece of plate, presented by the

Duke of Buccleuch, and another piece of plate, presented by the Earl of Roseberry. Besides these, there were money-prizes for boats belonging to the burghs and towns on the shores of the Forth, and two prizes of fifteen and ten guineas for six-oared and four-oared gigs rowed by gentlemen. On the first day of the regatta, there was a public dinner in the Royal Exchange Rooms in Leith; on the evening of the second day, there was a ball in the Hopetoun Rooms, and there were public breakfasts on the morning of each of the three days of the regatta in the Exchange Rooms, Leith. The rendezvous for the yachts was Leith Roads—a very exposed and inconvenient anchorage, when compared with the perfect shelter and facilities of every kind now afforded to yachts at Granton. For the splendid prize given by the Duke of Buccleuch, no fewer than fourteen yachts were entered and eight started, it being ultimately won by the Lufra, belonging to Lord John Scott. In 1837, there was a second successful regatta given by the Royal Eastern—the club on this occasion offering two prizes of fifty and thirty-five guineas, the other prizes being presented by the Commodore, Vice-Commodore, and Lord John Scott, and a cup of fifty guineas being given by the inhabitants of Edinburgh. There was a ball and public dinners and breakfasts as on the former occasion; a large and commodious tent was pitched upon Wardie Brae, from which the whole sailing course could be viewed; and a band of music was in attendance during each day of the races. We can see no reason why, when such sports proved so attractive and popular in 1836 and 1837, they should not prove equally attractive and popular now. There is a much larger population, and far more wealth in Edinburgh and Leith now than then, and we should be sorry to suppose that there was less public spirit, or more indifference to manly and invigorating sports and pastimes. Then, instead of the comparatively exposed anchorage of Leith Roads, where the yachts of those days were obliged to rendezvous, we have now the secure and convenient harbour of Granton, from which the whole sailing-course for yachts can be seen by thousands assembled on the breakwaters, while the space within the breakwaters affords ample room and smooth water for all kinds of rowing matches. The noble and justly popular and respected founder of the club still remains its Commodore, and, we believe, still retains his predilection for yachting; while we have a Lord Provost whose public spirit, splendid hospitality, and munificent liberality, mark an era in our civic annals. If we mistake not, he is, in virtue of his office, Admiral of the Firth of Forth, and would, doubtless, be glad to encourage and assist the attempt now made by the Royal Eastern to get up a regatta in June next,

worthy of Edinburgh and of the east coast of Scotland; and it is probable that his Lordship and the members of the Town Council would find it quite as interesting to assist at such a regatta as to pull in Mr. Cox's "rotatory boat," or to swing in his "giant see-saw," where they have the trouble of rowing without the pleasure of progression, and the sensation of sea-sickness without the excitement of sailing.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held on the 6th April at its house, John Street, Adelphi, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present—Captain Sir Edward Perrott, Bart.; Admiral W. H. Hall, C.B., F.R.S.; Stephen Cave, Esq., M.P.; Admiral M'Hardy; Colonel Palmer; W. H. Harton, Esq.; Admiral Bullock; Captain J. R. Ward, R.N., inspector of life-boats to the Institution, and Richard Lewis, Esq., the secretary.

The minutes of the previous meeting having been read,

A reward of 6*l.* 10*s.* was then voted to the crew of the Institution's life-boat at Blakeney, Norfolk, for putting off and rescuing 18 men from the barque *Amana*, of Sunderland, which was totally wrecked about three miles east of Blakeney Harbour on the 17th February. It was blowing very strong from the N.N.W. at the time, and snowing hard. Immediately after the shipwrecked men were taken off by the life-boat the vessel completely broke up.

A reward of 9*l.* was also voted to the Institution's life-boat at Newcastle, Dundrum Bay, for putting off during a strong gale of wind and saving the crew of four men from the schooner *Susan*, of Dublin, which was totally wrecked in Dundrum Bay on the 31st January.

A reward of 12*l.* was likewise granted to the crew of the Ipswich life-boat of the Institution stationed at Thorpeness, for putting off and saving one man from the smack *Leader*, of Harwich, which was stranded in a heavy sea off Thorpeness, Suffolk, on the 4th February.

A reward of 6*l.* 10*s.* was also voted to the crew of the *Mary Hartley* life-boat, belonging to the Institution, at Broughty Ferry, Dundee, for going off, in reply to signals of distress, and saving, in conjunction with a steam-tug, from a very perilous position, the Dutch galliot *Anga* and her crew of four men, during a strong easterly wind, on the 8th February.

A reward of 9*l.* was also granted to the crew of the Institution's Fishguard life-boat, the *Sir Edward Perrott*, for putting off through a heavy

sea, and bringing safely ashore the crews, consisting of twelve men, from the schooner Albion, of Teignmouth, and the Emma, of Barrow, which were in distress in Fishguard Bay, on the 19th February.

A reward of 4*l.* was also voted to the crew of the life-boat of the Institution at North Berwick, for going off and bringing safely ashore three pilots who had been exposed in a small open boat during a gale of wind and severe frost for 28 hours. The poor fellows were almost perished ~~then cold and hunger when taken into the life-boat.~~

A reward of 16*l.* 10*s.* was likewise granted to the crew of the Blackpool life-boat, belonging to the Institution, for putting off, in reply to signals of distress, and assisting to save from destruction the barque Lexington, of Nassau, which had struck on the Salthouse Sandbank, on the Lancashire coast, during thick weather, on the night of the 6th February. The vessel's cargo of cotton was valued at 80,000*l.* The Lytham and Southport life-boats of the Institution had also gone off to the assistance of the above-named vessel, and rewards amounting to 15*l.* were voted to the crews of those life-boats.

The Ballycotton life-boat of the Institution had also assisted to save from destruction the brig Hants, which was in distress during a gale of wind, off Ballycotton on the 29th of January.

A reward of 15*l.* 10*s.* was voted to the crew of the Constance life-boat of the Institution, stationed at Tynemouth, Northumberland, for saving the crew of seven men and a pilot from the brig Border Chieftain of Hartlepool, and one man from the brigantine Burton, of Colchester, which were totally wrecked on the rocks near the north pier, Tynemouth.

A reward of 15*l.* 10*s.* was also voted to the crew of the Lowestoft life-boat, for rescuing the crew of seven men from the Danish schooner Pfeil, of Blankenesse, which was stranded during a strong gale of wind from the east on the Newcome Sands, on the Suffolk coast, on the 20th March, and 1*l.* 15*s.* to the crew of the steam tug for their services on the occasion.

A reward of 4*l.* was likewise granted to the crew of the Institution's life-boat stationed at Dundalk, for putting off and rescuing seven men from a boat belonging to the schooner Delila.

A reward of 4*l.* 10*s.* was also voted to the crew of the Institution's life-boat at St. Ives, Cornwall, for going off in reply to signals of distress, and bringing ashore two men from the brigantine Eclipse of that port.

A reward of 6*l.* was likewise granted to the crew of the life-boat belonging to the institution at Filey, for saving the crew of four men from the schooner Kate, of Lynn, which was afterwards totally wrecked on Filey beach.

The second service clasp of the Institution was voted to Mr. Mark Devereux, pilot-master, and 6*l.* 10*s.* to the crew of the life-boat at Rosslare, county Wexford, for going off twice and rescuing one man from the schooner Teaser, of Goole, which was totally wrecked during a heavy gale of wind on the North Bar, on the coast of Wexford, on the 20th March. The thanks of the Institution were also presented to Mr. William Coghlan, hon. secretary of the Wexford branch of the Institution, for his services on the occasion.

Rewards amounting to 12*l.* 13*s.* 6*d.* were also voted to the crews of the Institution's life-boats at Caister, Walmer, New Brighton, Scarborough, Great Yarmouth, Tynemouth, Skegness, St. Andrew's, Ardmore, Rye, Broughty Ferry, and Newcastle, Dundrum Bay, Portrush, and Arklow, for various services during the stormy weather of the past two months.

Voted:—The thanks of the Institution, inscribed on vellum, to Dr. Crawford Poole, honorary secretary of its Ardmore branch; and to Mr. Thomas Coveney, chief officer of the Coast-guard; and also 3*l.* 10*s.* to other persons, in acknowledgment of their persevering exertions in wading into the sea and otherwise assisting to rescue ten of the crew of the barque Sextys, of Malta, which was totally wrecked during a very heavy gale of wind at Curragh Point, Ardmore, county Waterford, on the 29th January. The remainder of the unfortunate crew, six in number, unhappily perished.

Also,—The thanks of the Institution, inscribed on vellum, to Mr. William Maynard, master mariner; and to Thomas Bates, coxswain of the life-boat of the society at Budhaven, with 1*l.* to the latter, and also 1*l.* each to two other men, in testimony of their gallant conduct in wading through a very heavy surf to effect a communication with the Spanish brig Juanito, of Bilboa, by which means ten out of eleven of the vessel's crew were happily saved from a watery grave. The vessel had been driven ashore during a heavy gale of wind, and subsequently went to pieces.

The thanks of the Institution were also presented to Mr. William Simpson, chief officer of the Coast-guard, for his valuable assistance on the occasion.

A reward of 7*l.* 10*s.* was also voted to the crew of a fishing-yawl, of Lowestoft, for going off and rescuing, at considerable risk of life, the crew of six men from the schooner Artemis, of Hartlepool, which was wrecked during a gale of wind on the Newcome Sand, off Lowestoft, on the 4th ult.

Various other rewards were likewise granted to the crews of fishing-

boats and others for saving life from various wrecks on the coasts of the United Kingdom.

Payments amounting to 2,100*l.* were ordered to be made on various life-boat establishments.

A letter was read from the Duchess of Northumberland, expressing her thanks to the committee of the Institution for their mark of respect to the late Duke, and stating that their vote of condolence would be placed with the most precious relics of the past, and be looked upon as one of her best treasures.

It was stated that their Royal Highnesses the Prince and Princess of Wales had been pleased to signify their intention to patronise the Devon and Cornwall Life-boat Bazaar, to be held at Teignmouth in August next, in aid of the funds of the Institution. All the life-boats, numbering 14, on the shores of the two counties belong to the National Institution, which has expended on them about 7,000*l.*

It was reported that the late John Appleyard, Esq., of Halifax, had left the Institution a legacy of 2,000*l.*

A benevolent lady had, through Sir William Armstrong, F.R.S., promised to defray the cost of the Holy Island life-boat establishment, on the Northumberland coast, near the scene of Grace Darling's distinguished services in saving life from shipwreck.

The Institution had recently sent new life-boats to Alnmouth, North Deal, Tramore, Ardmore, and Penzance. The cost of the three boats had been generously defrayed by benevolent persons.

During the past three months the life-boats of the Institution had been the means of rescuing 122 lives from shipwreck, and had also assisted in saving ten vessels from destruction during the same period.

The proceedings then terminated.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XL.

WHILST taking all needful precautions in reducing the usual working canvas and making everything snug in anticipation of bad weather, and particularly at the approach of night, yet if by any arrangement easily handled canvas in the shape of a flying topeail can be carried until the

* Continued from page 14.

gale strikes, and then readily struck, some additional knots may be added to the log and a passage shortened ; before, therefore, I proceed with the further detail of reducing sail, it may not be out of place to mention here that a small tidy gaff-topmast cut with a good peak and short luff, so that the yard will set nearly up and down with the topmast, is very useful and effective, set with the topmast half-housed over a reefed mainsail, and is very handy for night cruising ; a jib-beaded topsail is preferred by some yachtsmen for this purpose; but either should be cut specially for this particular service. Thus, when all canvas is reduced and the vessel quite prepared to meet dirty weather, you can set one of these "half-topsails" as they are called, and it is wonderful how they help a vessel along with the strong wind that she has been prepared for strikes, when—let go the halyard—and down the little "breeze catcher" comes in a minute.

Having got your topsail down and stowed away, Mr. Yachtsman, the next sail to demand your attention will be your jib; this must be shifted for one of proportionate size to the number of reefs you purpose hauling down in your mainsail; and as in a previous chapter I drew your attention to the necessity of having your bowsprit fitted so as to work in the gammon iron and bitts as freely as your topmast in the cap, an opportunity of testing the advantage and comfort of attending to such details will now be afforded. You must bear in mind that when reducing your canvas it will not do to reef your mainsail only and leave the headsails as they were previously, and your bowsprit out to its full extent; such a mode of proceeding would destroy the balance of your canvas and make your vessel laboursome, unhandy, and wet—if not absolutely dangerous, as the severity of the weather increased. As a general rule in making or taking in sail always remember the necessity of preserving the relative proportion of the area of each sail ; in order to reduce theory to practice make a sketch of the vessel under the canvas she would carry close-hauled in a working breeze; make the necessary calculations for finding the position of the centre of effort, having previously made similar calculations for finding the centre of L V R of the hull ; then reduce the canvas on the sail draught in the same ratio as you would reduce each sail when preparing a vessel for bad weather, continue the calculations and it will be seen that unless the same relative proportion be preserved the vessel will be thrown completely out of trim; nothing will convey to the young and practical yachtsman a clearer notion of the ill effects consequent upon a neglect of this principle.

The proportion generally observed amongst cutter-sailers, and which

it is to be supposed the sails have been, and if not ought to have been, draughten to, is with a vessel close-hauled.

No. 1—nice working breeze—whole mainsail, large working topsail, whole foresail, and No. 1 jib.

No. 2—stiff breeze—whole mainsail, topmast housed, whole foresail, and No. 2 jib.

No. 3—strong breeze—single-reefed mainsail; single-reefed foresail, and No. 3 jib set on a reefed bowsprit.

No. 4—strong squally winds and sea rising—double-reefed mainsail, double or single-reefed foresail, and No. 4 jib set on a double-reefed bowsprit.

No. 5—gale, with moderate sea—three-reefed mainsail, close-reefed foresail, No. 5 jib on close-reefed bowsprit.

No. 6—strong gale, with heavy sea—trysail and storm-jib with bowsprit slung in.

Let no one persuade you to let the jib and foresail be, and trust to hauling down the foresail to relieve the vessel; some sailing-masters and their crews are very averse to what they consider unnecessary work, and to use their pet phrase—"What she can't carry she must drag!" So now if you please we will shift jibs; get up the jib next in size, or smaller according to circumstances, to the one you are carrying; here the plan of having your jibs legibly numbered on a strip of canvas attached to the head will greatly facilitate the finding of the particular one you want; pass your hand along the luff-rope to see that it is all clear and no turns in the sail, lay it along the forecastle deck on the weather-bow with the tack forward and the head aft, get the clew clear for toggling on the sheets: leaving this sail all ready next proceed to take in the one that is set; cast off the outward turns of the jib-tack pennant of the fall—keeping a single turn over the bitts: if you are in a hurry and want to get the sail in extra smart, station one hand in the lee of the foresail, when he is ready he will sing out "Let go!" immediately cast off the pennant fall, the jib will fly in along the bowsprit with the traveller, when it should at once be secured under the lee of the foresail by the hand stationed there clasping it in his arms, or what is technically termed "Muzzling it." It is very necessary in shifting a jib after this fashion, that the hand stationed at the jib halyards should keep a sharp look out for the moment that the jib is muzzled; instantly that he sees it properly done he should cast off the holding turn of the halyards and let the sail come down by the run; if this be not attended to the following is sure to be the result:—the vessel having no head canvas to balance her, unless the water is very smooth and the wind

steady, will begin to yaw about after a fashion that will not only puzzle her helmsman, but startle the hand in charge of the jib; the head of this latter sail will begin to shake loose from his grasp, and to prevent himself being dragged overboard he will let go; away flies the sail to leeward, beating and flapping in the water, and shaking the mast enough to shake it out of the vessel, and instead of making a smart shift of it, you find yourself in for an hour's hard work in clearing the sail of the fore-foot of the vessel. You will very naturally say, "How can the sail get under the fore-foot?" it is very simply answered to any practical sailor who has witnessed a similar occurrence no matter in what rig, but to one who wants information on the subject, and wish to be prepared for emergencies of a like nature, I must be a little more prolix; the chances are that the moment the man stationed at the jib halyards sees the hand under the lee of the foresail let go the muzzled jib, he will let go the jib halyards at the same time; the consequence of this is that the sail gets filled with water, is drawn alongside by the speed of the vessel and sucked under her fore-foot, from whence it becomes an exceedingly nice job to get it clear. Under such circumstances the fall has not gone aloft and become unrove, man your jib halyards at once, and heave the head of your sail over water, ease your helm a little as you see it come, and when you get the body of the sail floating, down helm for a half tack, when it will come alongside and can be man-handled on to the deck in one fourth the time you dare attempt it should it get fairly under her fore-foot; but should the fall have gone aloft and become unrove then your best plan is to deaden your way, get a hand-line a foot or two below your tack and heave up the sail so as to permit its being unhooked off the traveller; hold on your sheets, if they have been untoggled why pass a spare line through the clew thimble, and make fast to the bitts, let go your tack and the sail will stream alongside and can be easily handed. If not in a hurry in shifting jibs, and I very much doubt, except when racing, that according to the ancient adage, "the old way is the best way and most suitable to nature," just heave-the-vessel-to; ease up the lee fore-sheet and round in on the weather one, help the ship gently with the helm, because all the time that you are preparing to shift the sail you may just as well keep as much way and get as far as possible upon the passage; when you are quite ready put the helm down quietly, round in on the main-sheet until the boom comes well in on the lee quarter; then cast off the main-tack-tackle, man the main-tack-tricing-line, heave up the luff of the sail along the mast, and let the helm take care of itself. The vessel is now comfortably hove-to and you may proceed

in the most leisurely manner to shift every stitch of canvas you may wish.

There is one thing in this manœuvre that will at first rather take you aback, and that is your first experience in heaving-to a fore-and-aft-rigged craft ; you will feel when her way is deadened, and when after coming up in the wind her after canvas shakes, and the wind takes her fore-sail, making her head fall off until the wind clutching her on the beam lays her over until you fancy she is going to capsize : never mind this she is all right, and by the force of the wind upon her after canvas will come up in the wind as gradually and surely as the sun crosses the meridian at noon ; this in good, steady, average weather is certain, but then there is no general rule without an exception, and the exception to this rule is when the sea is so heavy and the vessel is so lively that you cannot keep what is called "Commanding canvas" upon her ; when this is the case you must bring the helm to aid the canvas when hove-to, and as this involves rather a peculiar little bit of hand-hung, I will devote the opening of my next paper to it.

OXFORD AND CAMBRIDGE BOAT RACE.

ON Saturday the 8th ult. thousands of persons wended their way to Putney to witness the aquatic Derby—the eagerness of all to obtain a sight of this great event was intense. The river banks were crowded ; the bridges and even the trees were occupied, indeed every nook and corner was seized on, if it only afforded a glimpse of the race. At Putney, Hammersmith, and Mortlake, the greatest points of attraction, were massed together carriages, horsemen, and horsegomen in the colours of the contending crews—light blue for Cambridge, and dark blue for Oxford were exhibited by their several partisans, in dresses, ribbons, and rosettes—even the horses were decorated with the rival colours. The weather was delightful which added much to the splendour of the scene.

The start was fixed to take place at about 12, but long before that time it was evident that unless some order was taken with the crowd of steamers a race would be impossible. The whole river at Putney was covered with boats of every kind, from screw steam-tugs swaying and reeling heavily from side to side with their overload of passengers, down to cutters, wherries, and outriggers. Some of the lighter boats were beautifully manned, and flew in all directions over the water like summer flies while others of the larger kind were so dangerously

crowded and ill-handled that it was painful to witness the peril to which their passengers were momentarily exposed. As on a Derby day one can see the best and worst horses in the world, so on the occasion of the University boat race can be seen the best and worst boats and the best and worst specimens of rowing ever to be witnessed on the Thames. When the Cambridge boat came out, the Oxford almost immediately followed, both crews were greeted with loud cheers as they moved easily to the centre of the stream. They were well matched apparently in weight and size. The crews were much above the average height, and seemed alike in perfect condition, as fine a set of young fellows as could well be brought together. Their names and weights are as follows :—

OXFORD.

	st.	lb.
1. R. T. Raikes, Merton	11	1
2. H. P. Senhouse, Christ Church	11	2
3. E. F. Henley, Oriel	12	18
4. G. G. Coventry, Pembroke...	11	12
5. A. Morrison, Balliol.....	12	6
6. T. Wood, Pembroke.....	12	2
7. H. Schneider, Trinity	11	11
8. M. Brown, Trinity	11	4
C. W. Tottenham, Christ Church (cox.)	7	18

CAMBRIDGE.

	st.	lb.
1. H. Watney, St. John's	11	1
2. M. H. Beebee, St. John's ...	11	0
3. E. V. Pigott, Corpus	11	13
4. R. A. Kinglake, Trinity....	12	8
5. D. F. Steavenson, Trinity Hall	12	5
6. G. H. Borthwick, Trinity ...	12	0
7. W. R. Griffiths, Trinity	11	8
8. C. B. Lawes, Trinity	11	7
F. H. Archer, Corpus (cox.)	7	3

About halfpast 12 the Cambridge boat was launched from Simmonds' yard, the Oxford coming a few minutes later from the boat-house of the London Rowing Club ; Mr Edward Searle had taken his station as starter between two barges moored opposite the Star and Garter. The crews took a short spin to stretch their arms before coming to the starting point and were loudly cheered. As the time drew near the steamers, which were numerous, closed upon them, and although the Thames police interfered to clear the course their attempts were set at nought by the unmanly conduct of those in command, and when the crews of the contending boats were ready to go, they were so surrounded by the smoking monsters that they paddled back towards their respective boat-houses, which rather surprised and alarmed those ill-mannered captains that they began to fear there would be no race, and dreaded a mutiny on board their craft. The misconduct of the steamers have been a source of trouble and disgust for some time, it increases yearly, and will eventually drive the Universities from the Thames.

At 1 p.m., the obstructions being partially removed, the crews again came forth, the Oxford having in the meantime won the toss for choice of place, and of course took the Middlesex shore ; on the word being given the Cambridge with a rapid spurt drew ahead amid loud cheering,

this for a moment took Oxford by surprise, and by the time they had settled down to their work the Cambridge was considerably ahead, and at the Crab Tree had succeeded in placing at least two lengths between them, and seemed to be increasing. On reaching Hammersmith Bridge, which was crammed with human beings, the shouting and cheering for Cambridge was deafening ; even the fair sex as they waved their light blue, added to the popular cry. The race was considered over and that Cambridge must win, but the Oxford, nothing daunted by the tumult, laid down to their work manfully, and with almost superhuman efforts they continued to press their rivals round the Horseshoe bend, and although the Cambridge were rowing at least 39 strokes a minute the Oxford gradually drew on them, and at Chiswick Church they took the lead amid the roar of thousands of voices, the dark blue ladies were in a whirl of excitement. It was now evident the Cambridge had overtaxed their strength, for notwithstanding they never flinched from their work they were conquered, and the Oxford shot through Barnes Bridge two lengths ahead. From this they came into more regular stroke, and they finished their fifth successive victory a few strokes ahead of their adversaries in 21m. 22s.

The Oxford crew after resting about half an hour rowed back again to Putney, but the Cambridge boat was unable to follow, having been run into by one of the steamers. The results of the several contests from the commencement were as follows :—

Year.	Date.		Winner.	Won by.
1829	June	10	Oxford	Easily.
1836	June	17	Cambridge	1 minute.
1839	April	8	Cambridge	1 min. 45 secs.
1840	April	15	Cambridge	$\frac{1}{2}$ of a length.
1841	April	14	Cambridge	1 min. 4 secs.
1842	June	11	Oxford	13 secs.
1845	March	15	Cambridge	30 secs.
1846	April	3	Cambridge	2 lengths.
1849	March	29	Cambridge	Easily.
1849	Dec.	15	Oxford	Foul.
1852	April	3	Oxford	27 secs.
1854	April	8	Oxford	11 strokes.
1856	March	15	Cambridge	$\frac{1}{2}$ of a length.
1857	April	4	Oxford	35 secs.
1858	March	27	Cambridge	22 secs.
1859	April	15	Oxford	Cambridge sank.
1860	March	31	Cambridge	1 length.
1861	March	23	Oxford	48 secs.
1862	April	14	Oxford	30 secs.
1863	March	28	Oxford	42 secs.
1864	March	19	Oxford	23 secs.
1865	April	8	Oxford	13 secs.

YACHT BUILDING AT BADEN.

"Ah! me, what perils do environ
The man who sails a ship ne'er tried on."

A new reading from Hudibras.

I AM not going to give you a rigmarole about the Meniteur, Mississippi, La Gloire, or the Royal Sovereign, so shall not trouble you with details which Sir John Packington and the naval editor of the *Times* has used up.

The last time I sent you a few lines from my Log, I had just completed my first boat, she answered all my expectations, but dipped her nose and stern four or five inches more than I liked; this I have altered.

Do what you will you can never make a sailor out of a German, with a fair wind, smooth sea, and nothing to do but to eat, drink, and smoke, they make things pleasant; but a head wind, dropping a few spoonfuls over the stem and an inch or two on the ceiling frightens them to death, and they become more timid than ladies with great crinolines. I am now fitting out for the coming spring, for this I have two very pretty little boats call the Weisse Pfeil, or White Arrow—and the Weisse Friar, or White Lady; the first is a heavily ballasted boat of 3 tons, the second an outrigger with a latteeen sail, 24 feet long. These two boats will be ready for service in fifteen days, and I shall take them on a cruise from here to Bregenz, which is at the head of the lake, as soon as the weather becomes more fitting than at present.

Nothing can be more baffling than the wind on these Swiss lakes, from my window which looks over the Lake of Constance, I see the wind near the shore blowing from the south, a little further out it comes from the north-east, in the middle of the lake it is due east, and under the mountains of the Voralberg due north-east.

Hoping we shall have a good season

I am, yours,

TOM TUE.

PRINCE ALFRED YACHT CLUB.

This club will hold its opening meeting on 3rd May next, the day after that of the annual meeting of the Royal St. George Yacht Club, when the flag-officers and committee for the ensuing year will be elected, and the prize sheet and opening cruise date fixed. Notice of a motion has

been given to throw open all the matches to yachts belonging to any Royal Yacht Club or recognized yachting club; to be steered, however, by members of the Prince Alfred, and all extra hands to be gentlemen amateurs; which it is thought will be carried *nem. con.* The days proposed by the sailing committee for the different classes to be sailed are the 5th of June (Whit-Monday), 10th and 17th June, and 18th and 19th July, thus taking advantage of the long interval between the regatta of the Royal Northern at Dunnon on the 12th and 13th July, and that of the Royal Cork Club at Queenstown on 25th and 26th July; when the attractions of Kingstown Harbour and the Dublin Exhibition will bring many strange yachts to the port whose owners will probably like to try their skill in a Corinthian match, such as proved so successful here in 1854 and 1856. The opening cruise will probably be fixed for 27th May, when if the present lovely weather continues most of the yachts will be in commission.

ROYAL IRISH YACHT CLUB.

THE regatta to be held in Dublin Bay this year is under the management of this club. Early in spring the date was fixed for July 21 and 22, but several reasons induced the committee to alter the date to August 2 and 3, being the Wednesday and Thursday in the week after the Royal Cork Yacht Club Regatta. This is the first time for many years that the Dublin Bay Regatta has taken place outside the ordinary routine of the Irish Channel regattas. It is to be hoped that this change will not be prejudicial to the interests of yachting and racing, and that Kingstown Harbour will show to the Exhibition visitors an imposing array of yachts. The Vice-Commodore, C. Putland, Esq., has been the first to commence fitting out, and has already sent his schooner, the Belle, 75 tons, to Kingstown to get her ready for sea, and to have her in sailing order for him when he returns from the continent, where he has been for two or three months. Much activity is also being now displayed in the Kingsend and Custom House Docks, where the yachts have been laying up for the winter, in getting the rest of the fleet of the Royal Irish Yacht Club ready for sea. At the present date the following vessels are actually fitting out:—The Echo, cutter, 88 tons, the property of W. I. Doherty, Rear-Commodore. This vessel has just come off the patent slip, having had a lead keel put on her. The Xema, cutter, 35 tons, Major Barton, built last year by Fife, has had some additional lead ballast, and will shortly appear at her

moorings. The Storm, cutter, 35 tons, J. Graham, is having her spars and canvas reduced to cruising proportions, her owner having determined to give up racing. The Secret, 33 tons, T. D. Keogh, is being fitted out, and we hope will be less unlucky than she was during last season. The Luna, 25 tons, J. M'Curdy, is in the hands of the carpenters and painters for interior decoration. This cutter was built by Fife along with the Xema last year, and has proved herself both able and fast. We hope that she will be able to hold her own with a new 25-ton cutter which is being built in Belfast by Mr. Fulton, the builder of the celebrated Glide, 15 tons. The Foam, cutter, 25 tons, W. J. Corrigan, one of the honorary secretaries to the club. This vessel has been on the patent slip for more than a month, has had her copper off, and has been caulked and newly coppered by Walpole, Webb, and Bewley, the enterprising shipbuilders of Dublin. The Zerlina, cutter, 20 tons, W. D. Babbington, is fitting out for the south of England, where her owner means to leave her for sale. She was built last year by Wanhill. Her owner finds her too small, and intends to show next year in a very much larger vessel. The Petrel, cutter, 20 tons, B. Hone, is also fitting out, having shipped her crew, and will shortly be on the station. The Banba, cutter, 24 tons, W. H. Bewley, has had her ballast restowed, and has the painters at work on her. The above being the vessels actually getting ready for sea. There are, in addition, many others who will shortly follow them; and it is expected that the Royal Irish Yacht Club List will show a numerous fleet.

Additional interest will be given to the regatta of the Royal Irish Yacht Club this year, as the Commodore, the Earl of Granard, has signified his intention of presenting a 60 guinea Challenge Cup for competition. This cup has already been ordered at West's, the jewellers in Dame Street, and will be a very handsome piece of workmanship. We trust that the regatta this year will be successful. The date for which it is fixed is a time at which Kingstown is usually very much crowded with visitors, and it is a period of the year when most professional men can spare time to witness it, although there is no doubt that it will clash to a certain extent with the arrangements of some large cruising vessels, and perhaps with some of the fixtures in the south of England. Still there is a very large muster of yachts sailing out of Cork, Liverpool, and Clyde, most of which, it is hoped, will make sail for Kingstown after the regatta in Cork, and in which port we are sure a "Cead millia failthe" will be accorded to their owners and friends by the yacht clubs of Dublin Bay.

LIFE-BELTS FOR SHIPWRECKED SAILORS.

The committee of the Royal National Life-boat Institution have for several years been painfully impressed by the fact, that, notwithstanding all the efforts made to rescue shipwrecked seamen, by means of the numerous life-boats, and rocket, and mortar establishments which now happily surround our coasts, there are yet large numbers of sailors, amounting to several hundreds annually, who miserably perish on our shores. After a full consideration of the subject, and taking for their date the results of accidents to life-boats, the crews of which have been provided with efficient life-belts, and of others which have not been so, the committee have come to the conclusion that a large number of the unfortunate men who are thus every year lost to their friends and their country might be saved if they were supplied with really efficient life-belts. With a view to bring about so desirable an end the committee of the National Life-boat Institution, have, in the first place, caused to be prepared, an efficient cork life-belt, of so simple and inexpensive a character that its costliness, at all events, should be no barrier to its universal supply to our merchant seamen. Secondly, they have decided to make an appeal to the owners of all merchant vessels, but especially of those in the home and coasting trade, on behalf of the seamen who work their craft and whose lives are risked in their service, and to implore them to provide their servants with this important means of safety. Thirdly, the committee have determined to undertake, at least for a time, the supply of life-belts of the description above referred to, at cost price, with a view to bring about their general use on board our merchant ships.

It is proposed to supply these belts, in chests containing the requisite number for every size of vessel, through the custom-houses and shipping-offices at the principal ports, and to which sample chests will be at once forwarded. The cost of each belt will be 4s., and the average cost of the chest to contain them will be 10s. A popular writer lately commenced a tale by asking the question, "Is a man's life worth 10s. 6d.?" In now appealing to the owners of ships and employers of seamen, the committee would ask the question, "Is a man's life worth 4s.?" Lest any shipowner should, without reference to the amount of cost, think that it is not his duty to provide his men with such means of safety it is suggested that, whilst he should provide in the first instance the chest of belts, as a part of the ship's furniture, he should require his master and crew to pay 6d. each man annually, or 1d. each on short voyages, in consideration of being thus provided for, which amount would be a good interest on the sum thus invested; and it is thought that it would rarely happen that men would decline to insure their lives at so trifling a cost. It had, at first, occurred to the committee that the Life-boat Institution might undertake the gratuitous supply of life-belts to the crews of merchant vessels, but on further consideration the magnitude of the undertaking appeared so great as to be likely to interfere with the present ample sphere of its operations on the coasts of the

United Kingdom. It is hoped, however, that those immediately interested in the movement—namely, the owners of ships and fishing-vessels, and the crews themselves—will so readily undertake its direction that there will be no need for the more direct action of the Institution. We may add that applications for chests of belts may be forwarded to the secretary of the National Life-boat Institution, John Street, Adelphi, London, through the collectors of customs and the shipping-masters at the different ports of the United Kingdom.

PRINCE OF WALES YACHT CLUB OPENING MEETING.

THIS affair came off on Thursday, March 13th, when three yachts left Brunswick Pier, Blackwall, at 3h. 30m. p.m., with a fair wind for Erith, where they duly arrived; and the company having disembarked, they were joined by several members and friends who had gone down by train. The dinner was held at the Crown (the landlord of the club-house, the Pier Hotel, having died within a few days,) Mr. R. Sadlier, the Rear-Commodore, presided, faced by the worthy Treasurer, Mr. P. Turner. After removal of the cloth, the chairman gave "Success and Prosperity to the Prince of Wales Yacht Club," in doing which he observed—"they had been established sixteen years, during which time the club had gone on gradually increasing, and he hoped they would continue the same prosperous career. Unity among the officers and members was certain to lead to success, and he would be happy to see the names of their visitors added to the list of members."—(Cheers.)

Mr. Powell then rose to propose a toast which had been entrusted to him, and he felt highly gratified by the honour—it was one which would give great satisfaction to those present,—"Long Life to, and the Health of the Flag Officers." He doubted not the club would ever be prosperous whilst it had such men at its head as Messrs. Harrison, Long, and Sadlier.—(Applause.)

Mr. Sadlier returned thanks for himself and his two superior officers, explaining the cause of their absence.

Dr. Maine, coroner and magistrate at Adelaide, N.S.W., then said he was about to give them the name of a gentleman whom they all respected. In the early days of this club he had known him as a conscientious officer and a good friend to the club, and now that he returned to this country after a lengthened stay in Australia, he found their friend Mr. Perceval Turner the same good fellow as ever, occupying that same position which he supposed he would always occupy—[Hear, hear]. He would not now dilate upon Mr. Turner's private merits; he would merely say that he was their first and only treasurer, and it was to his never-wearying labours that the club owed the greater portion of both its past and present prosperity. He, therefore, asked them to drink "Long life to Mr. Perceval Turner, and the officers associated with him."

Mr. Turner said he thanked them very cordially for this renewed mark of their esteem and confidence, and was especially grateful to his kind friend, Dr. Maine, whom he had not seen for twelve years, although the doctor had somewhat flattered him by saying that the prosperity of the club was mainly owing to him. He felt, it was true, great interest in the club, and he hoped he should continue to do so, so long as he was spared to them, but the prosperity of the club was mainly due to their unanimity as a club and the good flag-officers they had had. The position and character of those now in office, for instance, was such as must secure to the club continued and increasing prosperity. The kindness of their good friend, Mr. Harrison had been again displayed that evening, and he trusted that they might long have the pleasure of seeing him at their head, supported as he was by two such valuable aids as Messrs Long and their old friend Sadleir—[Applause.] For himself and the officers associated with him he thanked them very cordially. He could answer personally for the good wishes of his colleagues, and his best efforts should be used in the club's favour as long as he remained their treasurer. Other toasts followed, and a very pleasant evening was spent ; Messrs. Waterson, Bennett, Burney, Mawle, and others singing some excellent songs.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Harwich Yacht Club.—The Annual Meeting of the Royal Harwich Yacht Club was held on Wednesday, at the Great Eastern Hotel, Harwich. From the report of the proceedings, which follows, it will be seen that the club continues to rise in importance year by year ; it numbers now between 200 and 300 members, and its fleet of yachts on the 31st March (the close of the year) consisted of 93 vessels, whose aggregate tonnage amounted to 3,087 tons—an increase of 14 yachts of 631 tons over the corresponding period of last year, when there were 79 yachts, of an aggregate tonnage of 2,456 tons. This is exclusive of yachts belonging to several members who have joined since the 1st of April. The club will in future be domiciled in the magnificent Great Eastern Hotel, built by the Great Eastern Railway Company, and now on the eve of completion. The port which gives its name to the club has apparently become a favorite place for the goal of those ocean matches which, within the last two or three years, have become so extremely popular in the yachting world, and altogether there seems every probability that the Royal Harwich will soon be among the very foremost of provincial yacht clubs. At the meeting on Wednesday the chair was taken by the Commodore, Jas. Goodson, Esq., and among those present were the Rear-Commodore, (Captain P. Bennett, jun.), Messrs. P. S. Bruff, E. Packard, J. H. Hedge, Julian Courtauld, B. P. Goodwin (hon. treasurer), C. S. Owen (hon. secretary), E. Chapman, J. G. Morgan, W. F. Bruff, Spencer King, W. J. King, J. Vaux, jun., H. Darken, Captain P. Daniels, Lieut. R. S. Barnes, &c.

about completed, fronting the harbour, and which for the present purposes could not well be improved, while the current year's experience will show what, if any, necessity there will be for extending the accommodation.

The Committee having been long impressed with the propriety of acknowledging in a suitable manner the duties heretofore, and for many years past, performed by the Hon. Treasurer and Hon. Secretary, have unanimously resolved on appropriating 30 guineas to the purchase of complimentary plate to be suitably inscribed and presented to those officers, not doubting but that the Committee's intentions will meet with general approval of the Club.

The Committee have fixed this year's annual regatta for June 28th, which is somewhat earlier than usual on account of the difficulty of securing a full attendance of first-class yachts at a later period when the great matches at the Isle of Wight and to the westward are drawing near.

PETER BRUFF, Chairman of Committee.

THE TREASURER'S REPORT.

It affords me much gratification to lay before the Club the following statement of receipts and expenditure for the year to March 31st last.

The balance in favour of the Club at the commencement of the year was £96 4s. 11d., to which has been added £278 3s., received from members in entrance fees and subscriptions; £37 5s. 6d. donations in aid of Regatta fund; £16 12s. 6d. entrance fees for yachts and boats at Regattas, and £43 17s. 6d. from the sale of tickets on the Ocean Match excursion, making together a total receipt of £473 3s. 6d. The Club expenditure during the same period, including Regatta and Ocean Match expenses, amounted to £286 4s. 10d., leaving a balance in the Treasurer's hands of £186 18s. 7d.

While congratulating the Club on its present satisfactory condition, let us not be unmindful of the circumstances which have mainly contributed to that prosperity, and to which you will pardon me for making brief allusion. We possess, as Commodore, an experienced yachtsman, who has not only large influence among gentlemen of the yachting world, but unceasingly exerts it for the benefit of the Club, while those efforts have been well seconded by other officers and influential members of the Club. But all these efforts would be of little avail unless aided by the members generally, and who will materially serve the interests of the Club by continuing the same prompt payment of their subscriptions as heretofore. I ventured in my last year's report to urge upon the attention of members the importance of this, and now thankfully acknowledge the considerate manner in which it has been responded to.

In conclusion, I trust that the same pleasant circumstances may continue to characterise our proceedings, thereby advancing the position of the Royal Harwich Yacht Club during the current year in all equal ratio to that which has just passed.

B. P. GOODWIN, Hon. Treasurer.

These reports were received and adopted, and ordered to be circulated among the members.

The next business was the election of officers for the ensuing year, and the chairman gave up his seat to Mr. P. S. Bruff, the chairman of the committee.

Mr. E. Packard proposed the re-election of Mr. J. Goodson of the Avalon as Commodore [applause]. To that gentleman they were greatly indebted for the amount of personal attention which he had devoted to the duties of his office during the past year, and for the exertions he had made in every direction to increase the prosperity of the club, he having brought a large number of new members into it [applause]. Mr. Packard also alluded to the great encouragement Mr. Goodson was able, from his position as chairman of the Great Eastern Railway Company, to give to the company in many ways.

Mr. Morgan seconded the nomination, speaking of the great interest Mr. Goodson took in all yachting matters.

The proposition was carried unanimously, and

The Commodore in thanking the members for the confidence they had expressed in him, said he had taken an interest in Harwich for many years; but it was not till a short time since that he was able to put into practice any of his wishes for its welfare. Had it not been in his power, from the position he occupied, to help on the Royal Harwich Yacht Club, he was sure from its own innate worth it would have advanced, and he assured the meeting the club should always have his support, whether he was the chairman or merely a director of the Great Eastern Railway [applause].

Mr. J. H. Hedge said for the last two or three years they had elected a Vice-Commodore, but from his numerous other engagements, which took him a great deal abroad, they had never had the advantage of his attendance. He considered that the offices of Vice and Rear-Commodore should be filled by gentlemen who were able and willing to assist the Commodore in the discharge of his duties. Their late Rear-Commodore, Captain Bennet, of the Satanella and Geraldine (paddle steamer), had taken much interest in the welfare of the club, and he proposed that they should move him up a step, and make him Vice-Commodore [applause]. He was sure Captain Bennet would give his attendance as he had previously done as Rear-Commodore.

Mr. R. Barnes seconded the motion, which was carried unanimously.

Mr. P. J. Bruff then proposed Mr. Edward Packard, of Westerfield House, Ipswich, and owner of the Anita and Dewdrop, as Rear-Commodore, in the place of Captain Bennet, promoted [much applause]. He agreed with Mr. Hedge as to the necessity of having flag-officers who would work, and urged the desirability of identifying the club with the locality as much as possible [hear, hear]. Both these desiderata would be secured by electing Mr. Packard.

Mr. J. Mann seconded the motion.

Mr. Packard said Mr. Bruff had a prior claim to the office, as he had done

so much for the club ; in fact, it was he who resuscitated it a few years ago, and he was in every way more suited to the office than he (Mr. Packard). He proposed that Mr. Bruff should be elected Rear-Commodore.

Mr. Bruff, however, said he felt he could better serve the interests of the club by retaining his present position of chairman of committee, and would not consent to be nominated.

Mr. Packard was then unanimously elected, and briefly thanked the members for the honour they had done him, and expressed his determination to do all he could for the club.

The Commodore in moving, and Mr. Morgan, in seconding, the re-election of the committee, alluded to the eminent services of Mr. P. S. Bruff, the chairman.

The hon. secretary and hon. treasurer were then re-elected.

The Commodore next referred to the two Ocean Matches to come off in June, from the Thames to Harwich ; the first (Royal Thames) on the 12th, and the second (Royal London) on the 17th. As to the latter, the Royal London were very anxious to meet the Royal Harwich in a friendly way, and suitable preparations would be made to receive them. Last year the Royal Thames omitted to make proper arrangements in Harwich Harbour, there being no buoy or anything, and they seemed to think the Royal Harwich should have prepared something ; but he thought if they had they would have been told they were interfering where they had no business, but this time they would take care that what was necessary should be done if the Thames Club did not see after it themselves. Arrangements would be made to charter a steamboat to meet the yachts on both ocean matches. He then drew attention to the toll levied on all yachts entering Harwich Harbour, and urged that all possible steps should be taken to endeavour to get rid of the impost. Last year on the occasion of the ocean matches and the regatta the club paid the tolls on all yachts which came, and they proposed to do the same this year.

Mr. E. Chapman remarked that the conservancy board were about to introduce a bill into Parliament, and they should try to get a clause exempting yachts from payment.

Mr. C. F. Adams, Royston, Herts ; Mr. H. P. Green, Whitton Hall, Norwich ; Mr. Thos. Adams, Royston ; Mr R. Moseley, London ; and Mr. C. J. Meadows, Ipswich, were elected members of the club, and a vote of thanks having been passed to the Commodore, the meeting broke up.

Subsequently a dinner took place, at which the Commodore presided, supported by the Vice and Rear-Commodores and about 30 members of the club. After various toasts had been given, the Commodore presented to Mr. B. R. Goodwin, the hon. treasurer, and Mr. C. S. Owen, the hon. secretary, the testimonials alluded to in the report of the committee, consisting of a piece of plate, and a purse of ten guineas to each gentleman.

Clyde Yacht Club.—At the ordinary monthly meeting of this club held in the Globe Hotel, George Square, Glasgow, on Wednesday, 12th April,

J. M. Forrester, Esq., in the chair. The minutes of last meeting were read and approved of. Before taking up the ordinary business of the meeting the chairman referred to the great loss which the club had sustained in the recent death of Mr. George Bell, their late secretary, whose unwearied zeal and attention to the interests of the club had contributed so much to its success.

In the course of his remarks, the chairman stated that till within a few days of his death Mr. Bell had looked forward with keen interest to the events of the coming season, in which he had hoped to be able to join, but Providence had willed it otherwise, and it was now their mournful duty to pay a tribute to his memory by recording in the minutes of this evening's meeting their feeling of sorrow at his early death, and the sense of the loss they had sustained not only on account of the ability with which he had discharged the duty of secretary, but also in consideration of his personal worth, his kindly nature, and obliging disposition. The meeting unanimously concurred in the chairman's remarks, and instructed the treasurer to record this expression of regret in the minutes.

The meeting then proceeded to the business of the evening. Letters were read from the Hon. G. F. Boyle, M.P., and John Eaton Reid, Esq., accepting of the offices of Commodore and Vice-Commodore respectively. It was resolved that the opening cruise should start for Gourock Bay on Saturday, 3rd June, after the usual breakfast in Dark's Hotel at 9 o'clock. A letter was laid before the meeting from the Provost of Helensburgh proposing that the club should hold its regatta there this season, and stating that he expected to raise subscriptions to the amount of £80 or £100 in Helensburgh and the neighbourhood. The meeting resolved to accept the proposal, and fixed Friday the 14th of July for the regatta to be continued over Saturday if necessary. An opinion having been expressed that the Blairmore Committee had some intention of continuing the arrangement of last year, it appeared to the meeting that it might be practicable to have a second regatta in conjunction with them, and the treasurer was instructed to write to them explaining this, and that it was in the absence of any definite proposal from them that the offer from Helensburgh had been accepted. It was also arranged that the yachts should meet for the closing cruise at Rothesay on Saturday, 26th August. The following gentlemen were proposed and seconded for admission as members, viz., Captain Duncan Macalpine, John Matheson, William C. T. Sloan, A. H. Coates, W. Bryce, James Macbride, Henry Lawson, &c.

Royal London Yacht Club.—The monthly meeting was held on Monday evening, April 24th, when the Commodore presided, surrounded by a numerous company. After the minutes of previous meeting had been confirmed, several gentlemen were admitted to membership. The chairman read a letter from the Treasurer respecting his inability to procure a steamer for the first match, when it was unanimously voted that a sufficient amount should be paid to obtain that object. Mr. Gossett then asked the chairman what additional accommodation they had received since raising the subscription two months

ago, when he was answered that it was not possible to enter into that subject until the rooms required were given up by the Farmers' Club, which would be in June next. The Commodore gave notice that the squadron of evolution would meet on Saturday, May 20th, at 11 a.m., to have a cruise to Sheerness, where they would dine. The Prince of Wales match being held on the same day would be an additional pleasure.

The following are the club's fixtures for the season:—Opening trip, Saturday, May 13, Rendezvous for yachts off Erith; to sail thence for a cruise at 1h. 30m. p.m. precisely. The Commodore will hoist a blue peter as a signal to start.

First match, Monday, June 5: First class yachts, exceeding 25 tons, c.m., two prizes, value 70 guineas, in plate, and £10 second vessel; half minute time per ton allowed for difference of tonnage, course, from Erith round the More Light and back to Erith. The entries for the above match close on Tuesday, May 30, at ten o'clock p.m., when the stations of the yachts will be drawn for. Yachts requiring to be measured for this match will have to be at Erith on Friday, June 2, at two p.m., for that purpose.

Second match: Monday, July 3: Second-class yachts, exceeding 19 tons and not exceeding 25 tons, c.m., two prizes, value 30 guineas, in plate, and £10 second vessel, half minute time per ton allowed for difference of tonnage; course, from Erith, round the Nore Light, and back to Erith. Third-class yachts, not exceeding 10 tons, c.m.; two prizes, 20 guineas in plate, and £5 second vessel; one minute time per ton allowed for difference of tonnage; yachts to start from and weigh their own anchors; course, from Erith, round a boat moored off the Chapman Head, and back to Erith. The entries for the above matches close on Wednesday, June 28, at ten p.m., when the stations of the yachts will be drawn for. Yachts requiring to be measured for both classes will have to be at Erith on Saturday, July 1, at two p.m., for that purpose.

Ocean match: Saturday, June 17; two prizes in plate, £50 for schooners, £40 for cutters; from the Lower Hope to Harwich. Yachts required to be measured for this match will have to be at Gravesend, on Friday, June 16, at three p.m., for that purpose. The entrance fee of one shilling per ton will be returned on the vessel competing for the prize.

Royal Yorkshire Yacht Club.—The Annual general meeting of this Club was held on Wednesday, the 5th inst., and was numerously attended. Amongst those present were the Right Hon. Lord Londesborough, Commodore; Major Bannister, Vice-Commodore; Sir Hickman Bacon, Bart.; C. Sykes, Esq.; J. Toft, Esq., the Sheriff of Hull; T. Holden, Esq.: Capt. Cator, R.N., &c. There were several new members admitted, and many new yachts added to their list. A considerable sum of money was voted for the purchase of prizes to be sailed for at their regatta, which is to be held at Hull on Wednesday and Thursday, July 26 and 27, and which the members hope will be as successful as we believe their regattas have hitherto been.

Albert Yacht Club.—This new club obtained the Admiralty warrant on the 14th April, and from the success which at present attends their proceedings we may anticipate a prosperous career. In our next we shall be able to enumerate the fleet.

Deben Yacht Club.—This Club was noticed by us some years since, as having started at Woodbridge, Suffolk, so that it is an error to suppose it to be newly established.

Editor's Locker.

CHAMPION YACHT PRIZE.

7, Pembroke Place, Dublin, April 11th, 1865.

MR. EDITOR:—As this is the season when yachtsmen are making a stir, and yacht clubs holding their opening meetings, I am tempted to again broach a project first started in the columns of *Bell's Life* in 1863, and since brought forward once or twice in *Hunt's Yachting Magazine*, which I am sure, if carried out, would be a great advantage to yachting interests, as well as a source of amusement to all who take pleasure in match sailing, viz., the establishment of a National Champion Prize, the winning of which each year should as much as possible mark the fastest and most successful yacht of the season, and which would attract the clippers not only from all parts of the United Kingdom, but from other nations, and be an object of competition to the builders as well as owners of fast vessels. The mode in which I propose to establish this prize is to raise by subscription £100 in each of the five principal yacht clubs at different parts, say the Royal Thames, Victoria, Mersey, Northern, and at Kingstown (taking the two royal yacht clubs established there as one for this purpose), and with the money purchase a really handsome piece of plate, to be vested in a committee consisting of the Commodores for the time being of those clubs (if they will undertake it), and to be sailed for each year in regular rotation at the regatta of the club to whose turn it falls, which is to add £100 in cash. This, with the honour attaching to the winning of such a cup, would form a prize worth looking for, and the race would form a sort of aquatic Derby, and attract vessels from all parts. The entrance fee should be very small, or a tonnage rate to go to the second boat, and there should be a fixed code of sailing regulations—say those of the Royal Thames Yacht Club—but no restriction on hands, sails, or indeed on anything except having shot bags or shifting ballast on board. The race to be open to *bona fide* yachts of all nations, rigs, and sizes, not exceeding 250 tons, which is quite large enough for a racing vessel, and the limit would prevent mere size and power of purse winning. Course not less than from 40 to 50 miles. Time for tonnage, a fixed rate to prevent any suspicion of favouritism. The committee to have power to alter conditions from time to time as necessary, but preserving the principles on which the prize is founded, and to take proper security before delivering up the cup for its safe return next year. Should this project meet the eye of any influential gentleman in the above clubs who will undertake the collection of their quota, and will communicate with me, I will myself attempt it in the Irish clubs, and if no better person offer will act as hon. secretary to the committee until the thing is fairly afloat.

Yours, &c.

To the Editor H.Y.M.

JAMES A. LYNN.

YACHTING INTELLIGENCE.

We can only give a brief notice of the preparations for the forthcoming season, but great changes of ownership, and building new vessels, have taken place:—
Mr. Washill, of Poole, has nearly ready for launching a racing schooner of 158 tons, for J. Mulholland, Esq., she is to be named the Egeria; and another schooner of 135 tons for Viscount Bangor to be called the Heloise. In the same yard a smart racing cutter (70 tons) is in hand and is expected to be ready for the Thames matches. The Heroine, J. C. Atkins, Esq., of the R.C.Y.C., is lengthening abeam to raise her tonnage to 51. The Lalla Rookh has become the property of J. Cannon, Esq., of the R.C.Y.C. The Speranza, B. H. Jones, Esq., Odalique, W. Marcey, Esq., and the Albertine, Lord Londesborough, nearly ready.

Mr. S. White of East Cowes has just launched another splendid schooner, built of India teak, on the diagonal principle, she is named the Ladybird, the Marquis of Hastings owner. Her dimensions are, length over all 120 feet, breadth 23 feet, depth of hold 12 feet, 260 tons. This is the fourth yacht built on diagonal principle within the last 3 years. The Derwent schooner, Oithona and Constance have been overhauled and are afloat. The Albatross has been hauled up for general repairs.—We regret to state that Mr. White met with a severe fall on the evening previous to the launch, by which he broke his left arm; he is going on favorably. The Galatea, recently owned by Mr. Broadwood, has been purchased by Lord Berners, and is undergoing some alteration in her internal fittings. The Schooner Gipsy, an American craft, now belonging to J. Mather, Esq., has already made a voyage to the Mediterranean, and is now in the hands of Mr. White, undergoing several alterations, and is to be entirely remodelled in her accommodations below to adapt her to English ideas of comfort. The iron schooner, Wanderer, Mr. S. Lane, is having a new rudder. Mr. White is also building a 80 feet sail boat for Mr. Bowlby of Ryde.

Spencer's Yard, East Cowes, the Daphne, schooner, Mr. F. Martin, is hauled up, and is lengthened 12 feet in midships. The cutter, Achiever, Mr. Mannock, has received an addition of 10 feet to her bows. The cutter, Surge, Capt. Hay, is newly coppered. The cutter, Marion (late Extravaganza) has undergone material alterations in her hull.

Messrs. Ratsey and Son, of West Cowes, has launched a schooner of 140 tons for Lieut.-Col. T. Markham. Her dimensions are, length between perpendiculars 89 feet, breadth of beam 19 ft. 3 in., draught forward 7 ft. 6 in., aft 11 feet. She is fitted with a running bowsprit and to be canvassed by Mr. Charles Ratsey. Messrs. Ratsey have also in the same yard in an advanced state the yawl Lufra, of 205 tons for Lord Ponsonby, and a cutter of 80 tons building for Colonel Lloyd, both are to be ready by the summer.

Messrs. Fife and Son, Fairlie are busily engaged with building to order three cutters of 20, 30 and 78 tons respectively, also, per order, a schooner of 56 tons. They have in hand upon speculation a new schooner of 120 tons, and on sale a secondhand cutter of 45 tons.

Mr. Hansen, at West Cowes, has nearly ready for launching the new schooner Creusa, 200 tons, for W. J. Rideout, Esq., whose vessel, the Medea, is for sale. At East Cowes a new topsail schooner of 250 tons is building for R. Watt, Esq.,

she is to be called the Goshawk. The Dawn schooner, belonging to Admiral Cochrane has been refitting here.

Messrs. Stow and Son, Shoreham, have launched a new cutter for T. Fuller, Esq., of the following dimensions, length 40 feet, beam 9 feet, draught forward 4 feet, and aft 6 ft. 6 in., 10 tons.

REGATTAS AND MATCHES.

- May 13.—Royal London Yacht Club—Opening Trip, Erith, 1.30 p.m.
 18.—Norfolk and Suffolk Yacht Club—Opening Cruise at Yarmouth.
 20.—Prince of Wales Yacht Club Match
 26.—Royal Mersey Yacht Club—Opening Cruise.
 27.—Royal Thames Yacht Club—Opening Trip, Gravesend, 1.30 p.m.
- June 3.—Royal Thames Yacht Club—Sailing Match, 1st and 2nd Classes, Erith to Nore and back.
 3.—Clyde Yacht Club—Opening Cruise.
 5.—Royal London Yacht Club—1st Class Match, Erith to the Nore and back.
 5, 10, & 17.—Prince Alfred Yacht Club—Matches.
 8.—Norfolk and Suffolk Yacht Club—Regatta at Cantley.
 12.—Royal Thames Yacht Club—Extra Sailing Match, Sheerness to Harwich.
 17.—Royal London Yacht Club—Lower Hope to Harwich.
 19.—Royal Thames Yacht Club—Schooner Match; also Sir G. East's and Capt. Lovett's Prizes; Gravesend to Mouse and back.
 21.—Royal Thames Yacht Club—Channel Match, Gravesend to Ryde.
 27.—Royal Western Yacht Club, Ireland—Regatta at Queenstown.
- July 3.—Royal London Yacht Club—Sailing Match, 2nd and 3rd Classes, Erith to the Nore and back.
 4.—Royal Thames Yacht Club—Sailing Match, 3rd and 4th Classes, Erith to Nore and back.
 5.—Royal Mersey Yacht Club—Regatta.
 5.—Royal Thames Yacht Club—Corinthian Cup, Gravesend to Nore and back.
 6.—Norfolk and Suffolk Yacht Club—Regatta at Wroxham.
 12.—Royal Northern Yacht Club—Regatta on the Clyde.
 12 & 13.—Prince Alfred Yacht Club—Matches.
 14.—Clyde Yacht Club—Regatta at Helensburgh.
 25 & 26.—Royal Cork Yacht Club—Regatta.
 26 & 27.—Royal Yorkshire Yacht Club—Regatta.
- Aug. 1.—Southampton Regatta.
 2.—Royal Irish Yacht Club—At Kingstown, and following day.
 8.—Norfolk and Suffolk Yacht Club—Regatta at Oulton.
 8.—Royal London Yacht Club—Sailing Match, 3rd and 4th Classes, Erith to the Nore and back.
 8.—Royal Victoria Yacht Club—Ryde Cup.
 9.—Royal Victoria Yacht Club—First Schooner and Cutter Match.
 10.—Royal Victoria Yacht Club—Second Schooner and Cutter Match.
 11.—Royal Victoria Yacht Club—Third Schooner and Cutter Match.
 17.—Royal Victoria Yacht Club—Messrs. Broadwood and Morice's Prizes.
 18.—Royal Victoria Yacht Club—Commodore's Cup.

All Communications to be addressed to 6, New Church Street, N.W., London.

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HUNT'S YACHTING MAGAZINE.

JUNE, 1865.

THE CRUISE OF THE CUTTER BREEZE IN CANADIAN WATERS.

INTRODUCTORY.

LAKE Ontario is a noble sheet of water: on a calm summer day, blue with the deep ultramarine of the Mediterranean, changing in a fresh breeze to bright sunny green, with drifting purple cloud-shadows, and as the gale grows fierce, rising into the power of black blue waves, crested with flashing white foam, it is hardly in any one aspect distinguishable from the outer sea:—yet the character of its banks is essentially different;—sloping lawns, hanging woods, or else low cliffs of crumbling sand, or soft stone, surround the lake. Generally a narrow strip of shingle or pebbly beach lies neutral between land and water, but, in many places the dead trees drifting ashore, extend their gaunt limbs far into the fresh green overhanging foliage. Many small rivers and brooks empty themselves through reedy marshes into the all receiving lake. All these contribute to swell the tide which pours eastward to the sea through the mighty St. Lawrence; but the chief influx is nearly at the western extremity, when the overflow of the inland seas of North America rushes down the famous river Niagara, and bursts into the lake, still troubled and impetuous from the great Falls.

The absence of bold capes and abrupt craggy headlands is due
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to the geological formation of the country. Consequent on this too is the general character of the many harbours, which are spacious and shallow rather than deep and intricate. Some of these are naturally secure, landlocked, low, sandy islands, or peninsulas, stretching across from cape to cape ; others have rough piers formed of cribwork jutting out into the lake ; but all, except the few chief ones, are slowly wearing away, without effort to arrest the gradual progress of decay. This is to be attributed to the railways which obviate the necessity for shipping. In some places, however, when the extensive back country and natural facilities for the operations of commerce have resulted in cities springing up, the harbours are maintained and even added to, and thus the cause in one generation has become the effect in the next.

Nor are these havens untenanted. Many a huge steamer, built in tiers like the Tower of Babel in old pictures, churns up the water, leaving a broad pale track as it rushes from port to port. Many a tall white schooner bears to eastern marts the wheat of Michigan, or corn from the waving plains of far Wisconsin. In rough unwieldly rafts the massive logs of pine and cedar from the depths of many a dark Canadian forest journey slowly to be broken up under the classic heights of Quebec, and amongst all these flits from time to time some trim clean-sailed yacht, like a bright careless butterfly, hovering in the midst of the busy respectable denizens of a farm yard.

I am speaking of the Canadian waters,—rarely do we meet a yacht carrying the stars and stripes at her peak on Lake Ontario, and even on our own side these light craft are few and far between, yet there are many wealthy Canadian gentlemen, in whom the old Norse love for wind and wave has by no means died out from among them, and few places on the globe are better adapted for this glorious sport than the wide lakes of North America. Doubtless, then, the cause of so small a number of boats being owned in the principal towns, is the want of time under which the gentry labour. Primo-geniture and ancestral fortunes are almost unknown in the colonies. The moneyed class is a working class. Few Canadians can take a large share in sport—none can devote themselves entirely to any particular branch of it. From this arises a system of yachting which differs considerably, especially as regard manning the boats, from that prevailing in England.

The owner of a yacht and his friends sail her themselves ; a sufficient number arrange to take their summer holiday together, and then start on a cruise of some weeks. During the remainder of the season they content themselves with afternoon sails, or at most a run of a day or two from one port to another.

The following chapters are a record of one of these longer cruises; it is compiled from a book, which, with a pencil tied to it, was allowed free range of the ship, and any one of the crew who felt disposed entered therein what seemed good to him. Our yacht was the Breeze, a wooden boat, cutter rigged, measuring 17 tons. She was built in Toronto ; her owner and skipper being G. M. Hodder, Esq., the Commodore of the Royal Canadian Yacht Club. Of the crew—three were officers of the Artillery, stationed in Toronto, and one a law-student of that city, who sailed regularly with the Commodore. Except the Commodore and the pilot none of us were possessed of any particular nautical skill ; but we pulled well together, and took things as they came with a spirit emulating that of Mark Tapley.

CHAPTER I.

THE START AND COBOUEG.

On the morning of the 3rd August, 1863, my two brother officers, (W. and H.) and I left the New Fort with our traps. I took as my equipment a uniform case and another filled with clothing, a gun and appurts, two fishing rods and tackle, a pound of tobacco and plenty of pipes, Tennyson, Owen, Meredith, and Mrs. Browning, and a sketch book. My blanket and watch coat were on board. With all our kit H. and self sailed down in my boat, W. rowing in his. At the yacht club-house several ladies had assembled to see the last of us, and they stood guard over a heap of miscellaneous articles, gradually diminishing as our attendant dinghies made rapid trips to and fro. On transferring ourselves and luggage to the ship we found all hands knee deep in a chaotic mass of bottles, demijohns, pies, fishing rods, ropes, great coats, and blankets. Slowly enough things disappeared into the yawning well or gaping lockers All hands acting as stevadores, and the Commodore working and superintending.

At last every thing was pronounced ready, our pilot came on board, farewells got through, sails set, and the mooring buoy splashed overboard, at 10h. 15m. a.m., the wind being then light from N.N.W., the thermometer 74°, barometer 30.3. The yacht club ensign was dipped and many white hands waved whiter cambric. Our ensign and brown paws returning the salute. We had on board as passengers four friends who left us at Cobourg. The regular crew consisted of those enumerated in the previous page, with the addition of a relative of the Commodore's, and a private of the 30th regiment. The pilot, whose name was Burrel, was a strong weather-beaten fellow, (not like a regular sailor, fresh from blue water,) but a good type of the better class of Lake hands. During the summer season he sails in one of the numerous schooners, that carry freight of grain or lumber from one lake port to another, and occasionally venture on a coasting voyage to Halifax or St. John. In the winter when the navigation of the lakes is rendered impassable by the cold, he betakes himself northward to the unsettled districts, and traps the smaller wild animals for the sake of their skins. "With tea and tobacco," he said, "he could rough it anywhere;" and I believe him. These Canadian sailors have a good deal of the American versatility in their composition. He was a most useful fellow on board, knowing nearly every harbour on the lake thoroughly, and being a good seaman, though he was not accustomed to small craft. This made him distrust the ship, and hesitate about carrying on a good deal at first, but latterly he gained confidence enough, and made the most of her.

At noon we were outside, and off Gibraltar point; by way of muster we produced crackers and cheese, and much bottled beer, round which all hands speedily gathered, and were counted accordingly. After tiffen pipes and laziness—cloaks on deck, and every one still except when some energetic individual would rise and solemnly turn himself upside down on the shrouds—quietly resuming his couch and pipe with a grunt of satisfaction at the ceremony: D. particularly distinguished himself, and was so very active for some ten minutes that it made me quite hot to look at him. At 1h. 55m. we were off Scarborough heights, ten miles east of Toronto. These cliffs extend some miles, and are almost the only abrupt rise from the lake on the north shore. They are broken by little valleys and crowned with groups of trees—here and there a farm house, standing

a little way back from the lake, or a gentleman's villa, near the woods. Beyond this the shore is low, dotted with farm houses and patches of uncleared woodland, dark against the yellow corn fields or green pasture. At intervals we see the white puff of an engine on the Grand Trunk, which runs not far from the water's edge. It is indeed so close in some places to the lake that it runs on an embankment rising from the water. At four o'clock Port Union was about a few miles on the lee beam. It is merely a few stores, some cottages, and a wharf of crib-work, with a wooden storehouse at the end. Scows run in for cargoes of wood, or an occasional schooner loads with grain from the country round. The breeze was still light but steady. Most of us were lying in a group under the mast in the shade of the foresail, half asleep, and one or two smoking. The Commodore below looking over the chart.

At 4h. 15m. off Whitby, 34 miles east of Toronto, I visited this last year in the Dart. The harbour is good, and the entrance tolerably deep; two crib-like piers run out from rip-rap breakwaters stretching across the bay. At the head of the harbour inside them is the usual marsh, across an arm of which the road to the town of Whitby is carried over a trestle bridge. Our next excitement was passing a lazy gull perched on a floating log. W. said, "it ought to be, and was, a man in a boat." Some original-minded party produced the glasses, and soon W.'s *man* got up and flew away. Then came the event of the day, all hands piped to dinner. We rigged up a couple of planks as a table. It fell nearly calm, and all our arrangements were perfect—lamb, salad, and condiments went down in silence, then a huge demi-john of half-and-half mixed ready, appeared, and set our tongues going, then cheese and crackers. We cast ourselves down on the deck with just enough energy left to fill our pipes and talk lazily about the different directions in which the smoke travelled,—by-and-bye two or three puffs came off the shore—necessitating jibes. The wind, at last, settling light but steady from the south-west again. We got out lines and tried trolling,—over and over again we tried this in the lake, but never caught anything. Salmon-trout are sometimes taken with a line in the deep water, but the usual mode of fishing there is with a long seine-net; whitefish as well as salmon trout are taken in this way.—The boat was still—the wind was light—the sky all clear above it.—The water calm and gleaming bright—but whiskey would improve it.—Just

half the sun above the land—a broad red shining band—and all around red windless heaven—this at a quarter after seven.—A long swell set in off the lake—and some of us just kept awake—partly because the ship was rolling—and partly as we went on trolling.—This last amusement, *sans* success—for all the fishes seemed to guess—their chance of getting in a mess.—And all our dodges lost their force—no scaly gills our spoon can tickle—these being fresh water fish—of course, they will not get into a pickle.—The red light quickly fades away—and in the west gives place to gray.—The night is fine, not wind enough to keep the flapping sails distended—save now and then a transient puff—and so our first day out is ended.

We turned in anyhow, no one having any fixed place assigned to him. The cabin is rather confused; long and interesting stories from Captain H. There being plenty of volunteers for the first watch, I tell them to call me when I'm wanted, and remove my coat and shoes.—Peaceful slumber till 4th of August, 6 a.m. All hands on deck, and a variety of dodges for getting a tub, were resorted to. The favourite one was to strip to the waist and lean over the rail while some friendly Christian poured buckets of cold lake water on the head and shoulders. This was very refreshing. H. got into the dinghy with a towel and a big sponge, and, having disrobed, indulged in a regular sponge bath. He looked so pretty that we cast off the painter and set him adrift in order to have a good view from a distance. He looked like a mermaid, only rather more so. By half past seven all hands were ready for breakfast. We were very close to Cobourg pier head, but the wind was light, so we were contented to leave the deck to Burrel and Miles, whilst we fed.

At 8h. a.m. we ran between Cobourg piers and met the Rivet's dingy taking their crew out to bathe. We were still at breakfast; two or three of us went on deck to get the anchor ready just as we entered the inner harbour, but were too late. Burrell, not knowing the way, the boat carried with her luffed up too sharp, a puff struck us just before and so we ran straight into the wharf. Luckily our bowsprit head was higher than the wharf, so the bobstay lifted us. Loafers on the wharf shoved it off, and we anchored all night between Rivet and Palmetto. The boats in harbour were the Palmetto and Zouave, of Hamilton; the Breeze, Rivet, and Dart, of Toronto; the Arrow and the Gorilla, Wide-awake, Kitten, and John A. MacDonald, of Cobourg.

After a pipe I attired myself and went into town to call on the inhabitants. The proverbial Cobourg hospitality flourishing like a green bay tree. In the afternoon, many of the Cobourg girls assembled on board the Rivet. I joined the crew, and we had a jolly sail ; put down two buoys to mark the course. We had twenty-four on board, all told, not bad for a 16 ton boat. There was plenty of wind and little sea, so every one enjoyed it immensely. We got in again at half-past six, and I rowing myself on board the Breeze just in time to join the rest at dinner. Just as we had finished dinner the Cobourg band came down and getting on board the John A., sailed about the harbour playing melodiously the while. All Cobourg turned out to stroll on the pier and enjoy the cool evening breeze. It was very free and easy and also very charming.

The next entry in the log is dated 12h. 35m.—Just returned from the hut of one Crusoe—no relation to Robinson, a “big-boy,” or sachem, in these parts. To the sea rovers gave he a nautical, likewise beer.—Many of the younger and fairer natives were present, in their ordinary costume, reserving the full effect of their most gorgeous apparel for the ensuing night. Tattooing does not prevail along this coast; the religion is unknown and it matters not, but I have been credibly informed by some of the more ancient and unmarried females, that their fair juniors are much given to the worship of a mysterious deity called the “ossifer.”

CHAPTER II.

5th of August.—Awake at six. Many flies buzzing and biting. The morning bright and warm, no wind, bathe off the pier head. Oh, how cold the water was ! then clear up ship and breakfast at 8 a.m., pie, rolls, ham, beef, tea and coffee, all well furnished ; then a pipe. The second class yachts, *i.e.*, those under ten tons started at 10 a.m. Slug just brought from Rice Lake on the Cars, Wide-awake, Zouave, Palmetto and Kitten. We then took eight ladies on board, drifted out a little way, then a long rolling swell off the lake and no wind—so hot ! We got in as soon as we could and saw the first class yachts start at 1 p.m. The start was effected in this way :—all the competing boats were moored on the lee of the windward pier, with their mainsails up, in order previously determined by lot. At a given signal their head sails were hoisted and they

were towed out by the bystanders. They got off well, but the Gorilla, being first, had the advantage of a little puff of wind, gained a good deal on the others, maintaining her lead till the end of the day. The others were the Arrow, John A. MacDonald, Rivet and Dart; there was a very light wind from the south. All day the race lasted; the wind at times falling altogether, then exerting itself enough to give a feeble puff for a few minutes after which it became calm as before. It freshened, however, enough to bring the Gorilla in before the time allotted for the race had elapsed, but died away immediately, leaving the Rivet just outside. Had the breeze lasted ten minutes longer, the Rivet would have saved her time and won the race. The Wide-awake carried off the second class prize.

The band played on board the John A. as before, and we loafed with many ladies on the wharf, till they all took themselves off to dress for the ball.

Mrs. S—, the Misses H—s; and Miss C—ll, arrived by steamer from Toronto and were forthwith conducted to the Globe. H. had taken a room there and I dressed in that. I had to go down to the bar, to procure a ticket; it was crowded with loafers, more or less drunk, smoking, chewing and spitting, like Yankees.

The ball room was dismal, insufficiently lighted, and papered with dark green and brown, it looked like a cavern.

The music was bad, the floor was bad, and the supper bad. The girls were good though, and that covered nearly all the sins. I was bored into leaving at two, I stood at the door of the hotel, talking for a few minutes, when I noticed two gentlemen coming down stairs in each other's arms and head foremost. About half way down, the undermost hitched his leg in the bannisters and remained in suspense, while the other shooting ahead, picked himself up and walked away.

Imagining this to be a custom of the country, I remained quiescent and observant; presently some bystanders disengaged the obfuscated and entangled gentleman, and took him into the bar, whence he speedily emerged followed by a fist. This time he fell soft on a group of loafers, who scattered in confusion; much noise and talking, but nothing practical ensued, so I went home to bed. This was not the only row that night.

6th of August.—Could not manage to get up as early as usual this morning. I had, however, my accustomed tumble in off the

pier head, performed my toilette satisfactorily. I was fortunate enough to possess a small bag in two compartments, originally intended for shaving tackle, but now made to carry brushes and soap. This I slung to a towel, and always took with me when I went to bathe. I washed my hands and cleaned my teeth, while swimming in the lake; and brushing my hair, was an agreeable pastime on the road back. When bathing off the yacht we used a tin basin, turn and turn about for any soapy ablutions. One small mirror was provided by the Commodore, and it always turned up providentially on our nearing any port with a town attached to it. Elsewhere it remained *perdu*, as nobody ever looked for it. After bathing this morning, I went to a barber, got myself shaved, and then joined our party at breakfast at the Globe. Then a pipe, and a prowl into town. About mid-day the ladies gathered to the ship, and we ran out some seven miles, to the southward, to watch the race. It was a good sailing day with plenty of wind, and unfortunately, a proportionate amount of sea running. Several of the ladies yielded to the weakness of their dear little interiors, but we never mention names. Four of our friends gathered round the weather shrouds and did vocal melody, 'as it were any nightingale,' (which may have had something to do with the condition of the ladies.) The unfortunate Rivet was becalmed between two other boats some few hundred yards on each side of her, both of whom had plenty of wind, so when at last a cat's paw came her way, she put about and returned to port. We soon did the same, and disembarked our precious freight.

Then the Toronto party all dined together at the Globe and spent a very pleasant evening at Judge Boswell's. Music and dancing, strolling on the lawns, and sitting on the steps very sociable and jolly. About 1 a.m. we all strolled down to the pier to see Mrs. P. off to Toronto. The boat from Kington came in at 2 a.m., looking very pretty with her long row of cabin lights and her coloured lamps on each paddle box. Farewells over, I turned in aboard the Breeze.

7th of August—Matutinal swim, breakfast at the Globe. The Breezers and ladies from Toronto assembled at Judge B's. at 11h., traps and quadrupeds were collected and we started for Rice Lake. Two friends and I took the last thing on wheels that appeared; it was a kind of gig, drawn by the spectre of a horse, who appeared ready to go on his knees every day and beg that twenty-four hours more

life might be vouchsafed to him. We came up to some others of the party at a public house (or tavern) about half way, called Cold Springs. To them we accounted for having brought our beast so far, by saying that he luckily fell to pieces near where another of the same class was grazing. So we mended him up with odd bits from this other.

The road was pretty and changing its character constantly. Now winding along the foot of a hill, now through deep woods, then emerging into open cultivated country with Farm-houses scattered about; there was interest enough to carry us through the twelve miles without our feeling bored. It was a blessed hot day, threatening rain now and then, but the sun always prevented the clouds carrying out their intention. When we arrived at Gore's Landing we found all assembled in the hotel, planning boating expeditions. The greater part of us got on board a small yacht and stood out into the lake. There was a light breeze just rippling the deep blue water. Some thirty miles in length the lake only averages a breadth of three. It is fed by three good sized streams, the largest of which, the Otonabe, falls into it nearly opposite Gore's Landing. The Trent, its great affluent, runs out of the east end into the bay of Quinte, at Trentport. But the chief beauty of the lake is its islands. I do not know how many there are of them, but they are all very lovely; covered with trees to the water's edge, they show every variety of tint in their foliage, and stand out well from the more distant wooded capes, or lawny meadows on the northern shore. The peculiarity of this lake to English eyes, is the wild rice which grows in the deep water, and lifts up its pale green feathery head in thick profusion through beds a mile and more in length. Round the islets and across the rice beds, we cruised till the wind fell and left us fairly becalmed in a rice bed on our way home. A friendly tow brought us to our moorings, and we prepared for dinner noways loth. Three of the party had been fishing and had caught some fine black bass; two of which weighed about 4lb. each. The first dish at the dinner table was maskirouge, the king fish of these lakes; it is more like a gigantic pike than any other English fish. This dish received due attention, but did not at all interfere with the rights of those which followed it. The beer was good and plentiful, and all things went happily,—then pipes; and I made a rough sketch of the lake from the hill by the hotel.

By this time shawls were being brought out and the horses were put to, Fred D— was offered to us in exchange for B—, who was wanted to make up a quartette in another carriage. We examined the amount of sitting down room required by each, (three in a gig, you see), and consented. The delapidated ground plan of a horse soon fell in rear of the others, though we started him with a spurt, and by the time we got to Cold Springs it was dark and raining.

Damper and darker it grew, till we could no longer say whether we were on the road or not, but had to give the perfidious old beast his way. He being probably incited thereto by the fresh smell of a hedge, or rather creepers over a snake-fence, for hedges are not in this country—meandered away till suddenly one wheel went down, the other up, and we found ourselves in a heap on the ground.—Having taken a wrong turn on entering Cobourg, it was eleven o'clock before we reached Judge B's. What a lot of tea we contrived to drink, when we had been wrung out and hung up to dry. At last, we were forced to cry out hold, and I returned to the yacht. On my way down I looked into the M's., where dancing and general jollity were going on. Wet, dirty, and tired, I presented myself in the ball room, and the very fact of the large patch of mud on my quarter, which I thought the worst part of the business, proved my excuse; for an upset story, accompanied by such stern evidence, covered all my sins,—lateness and disreputable dishclout appearance into the bargain.

It is perfectly marvellous how things, that, under ordinary circumstances, you would never dream of getting into, accommodate themselves to all our personal peculiarities when on a cruise. Judge B's. coat fitted me à *merveille* at tea, and I was equally at home in one of Jem M's. at the party. After awhile I found myself too limp and tired to be up to the mark, so obtained permission to depart. The yacht was some three or four yards from the wharf, so I went to the hotel and had a pipe; then the ladies had to be put on board the steamer for Toronto. It was blowing, and there was a pretty heavy sea running out in the lake; consequently it was three in the morning before the steamer touched the wharf. No berths could be had, C. and C. went off with the ladies and we trusted to them to manage. Just had time to run ashore before the gangway was hauled aboard; then back to the hotel, loitering a moment to

watch the great lights of the steamers in the long, slow heave over each wave, till they grew less and less, and then went out behind the thick black veil of darkness and rain.

8th of August.—As several of the visitors, attracted to Cobourg by the double event of regatta and ball had departed, I easily obtained a bed in the hotel ; not being likely to enjoy one again for some time, made the most of it, and breakfasted pretty late. It was dead calm : I went down to the harbour and had a pipe. Fred D. turned up and we watched the drooping flags and motionless clouds, consulted Burrel, but got no hope from anything. There was a wee-wee steamer, about as big as an ordinary row boat, close to us ; she had crossed the lake from Rochester, where we met again. A small house, in which were two apartments, was built in her by way of cabin ; aft was the engine, and forward two bunks. In the bow a regular flagstaff with the stars and stripes floating from it. If four fellows had taken her flag, one at each corner, they could have wrapped the boat in it and carried her off bodily.

At last we got tired of watching her manœuvres and concluded to search for the Commodore. Ran him to earth at Judge B.'s. We agreed not to go out, because there was no wind to take us out, and went through the town in search of tin-ware, fishing tackle, &c., &c. Having bought all we could buy, we marched through the streets carrying kettles and pans, in regular procession to the ship. We dined on board at six : by the time our pipes were out, B. came down attended by ladies. Then the steamer from Toronto arrived ; B. was put on board, and some how or other we all found ourselves in sailor costume, spending the evening in the judge's drawing-room. That night every one slept on board.

9th of August.—At half past six we shook ourselves out of our blankets and proceeded to bathe. W. and I took the dinghy to the west pier, and had a bracing swim in the clear cold water. While we were dressing and doing toilette, a man, bearing the appearance of a half drunk cobbler arrived, accompanied by two small boys. He was very lequacious, and inveighed against the uncleanly habits of the Cobourg populace, who preferred a basin in their own rooms now and then, to a daily swim in the big lake. His own lavatory tendencies he explained by saying he had been a soldier, and then gave us many curious and interesting details of the bathing parades at Gibraltar. Furthermore he informed us that every English

soldier was obliged to learn to swim, and that now regular skating parades for the troops being held in Canada during the winter. We were hungry, and preferred breakfast to acquiring more knowledge, so wished him good morning, and returned to the ship. After breakfast we warped out of harbour under sail. The wind was light, but steady from the south-west. Good-bye to Cobourg.

CHAPTER III.

When fairly clear of the harbour, our first care was to set things to rights. Private M. having been ordered home from Cobourg, showed his displeasure therat by deserting, and has not since been heard of. In his place, a boy, answering to the name of Alfred, was shipped and instructed to make himself generally useful : a cadaverous, leutish looking fellow, requiring constant stirring up, he saved us a deal of dirty work in the cleaning and cooking departments. To each man was assigned a resting place ; the Commodore had the aftermost berth on the starboard side, I the one forward on the same side. W. opposite the Commodore, and D. the one forward on the port. M. turned in with the Commodore, and H. spread a mattress between the berths on the floor. His were the most comfortable diggings of all, as, no matter which tack we were on, there was no chance of his falling out of bed. As a drawback, however, he had only a fluctuating share in the pins over each berth, and constantly found his things dispossessed of their hanging room by the occupants of the berths beneath them. As our uniform cases reposed in the cockpit, we were forced to adopt some dodge to enable us to have an accessible dépôt for tobacco, pipes, clothing, and small deer generally below. Our plan was to raise the mattress, and insinuate our stores beneath it, so as to make a pillow. It was a crafty move, but from it came great grief to me hereafter ; the tobacco question was simplified by the introduction of the principle of voluntary labour. Each had brought a goodly stock with him : a small jar was set apart as a common expense magazine, and any one who felt inclined, cut up his own tobacco till he was tired and placed the result in the public receptacle.

All things being arranged we had leisure to look about us, and observed among other good buildings the town hall, which contains

one of the best ball rooms in Canada. It is of this edifice that a certain Yankee is reported to have said to an enthusiastic native, who was pointing out its architectural beauties : " Yes, sir ! a fine taown hall ; but, Mister, whar the d—l 's yer taown ? " The truth is that at the time when most of the public buildings in Canada were erected, the projectors imagined their villages would almost immediately swell into cities, and designed proportionate accommodation. Swell the frog did, but there was no India rubber in his skin, and few classes or localities have yet recovered the effects of the bad year, when the inevitable squash arrived. Well does jolly hospitable Cobourg deserve its fine town hall, and I only hope that the business downstairs will be as eminently satisfactory to the lawyers and clients as the ball's above have always been to guests and givers. From Cobourg our course lay nearly east to Presqu' Isle, a run of about 25 miles.

We kept pretty close to shore all the way ; a narrow level plateau on the lake, backed by a range of low hills, well cultivated and patched with woods, extended the whole distance. Grafton and Colborn are two villages, lying a little way inland and each having a wharf into the lake for the benefit of schooners landing wood and farm produce. At 1h. 35m. we were one mile south of the eastern point of Presqu' Isle, a low woody peninsula, enclosing the wide harbour.

We got up cheese and crackers, likewise the divine half-and-half, and lunched : then all the fishing tackle was produced and distributed. We ran along Presqu' Isle, passing the east end at 3h.10m., worked through a rather devious channel, and anchored a little way inside the first range light. On the west and south stretched the peninsula and the marshy isthmus : on the north the mainland with the town of Brighton, about two miles inland, and on the east a low shore, rushy and abounding in small cedar swamps. The Commodore set off to visit the Light-house : H. and I took the dinghy to the east side, getting a friendly tow from a sail boat which rushed along at a grand pace. We caught one big bass, about 2½lb. while we were being towed, but no more ; and after a short time the flag was hauled down on board the ship, as a signal of dinner being ready, and we returned. After dinner we fished off shore and off the ships with small insects. While waiting on the beach for a boat, I met two men, belonging to a schooner in the bay, who had killed

and skinned a racoon in the marsh on their way back from Brighton. Returning on board we made preparations for a great fishing day on the morrow and turned in early.

10th of August.—All hands turn out by five, tumble overboard and swim, and then off to fish. We had secured two shore boats in addition to the dinghy, some trolled with the spoon, some moved their boats above a sunken pier and fished with worms, and the others baiting with eyes and other titbits of the bass caught over night, angled from the ship. By breakfast time we had a good many pike and bass : another plunge, then feed, then fish again. While trolling near the first range light, some monster of the deep carried away my favourite spoon by biting the strong wire completely through : then I fished off the ship. The bottom was covered with long weeds, and we dropped our lines in the most open spaces we could find. Burrel hooked a pickerel, but the tackle was too light, and despite the most scientific play he broke loose just as he got clear of the water.

At 2p.m. the Commodore and W. returned from trolling with a boat of fine fish. All smaller ones being thrown aside, we counted our gains and found a satisfactory total of 31 black bass and 8 pike. Then Bologna sausage, biscuits, hymns of triumph, and half-and-half. At 2h. 15m., having sent off the shore boats with a bucket of fish to the Light-house keeper, we weighed and stood out of Presqu' Isle with a nice light breeze from the south-west.

We had hardly cleared the entrance of Presqu' Isle when we ran into Weller's Bay : a large, but shallow sheet of water, bounded towards the lake by a curious range of sand hills, on which grow a few pines and low bushes. The other sides are low and woody, with fields and cottages scattered at long intervals over them. We caught a large bass as we went in with the spoon. Once fairly inside there is plenty of water and that deep enough : but once we just scraped bottom in the channel. On the south-east the land was broken by a wide channel, leading into Conseccon bay. Having anchored and lowered head sails, the Commodore and Burrel took the dingy and lead line, and proceeded to examine this opening ; soon returning, they reported it practicable. We got under weigh and ran through it : opening out before us as we advanced lay the pretty land-locked harbour of Conseccon. Wooded background, bright green water meadows and occasional farm-houses, slipped rapidly by for about

four miles, then two or three reedy islets were passed, and we rounded to, anchored, lowered the ensign, and fired a gun, as a salute to the inhabitants of Consecon. Two small boys on the wharf uttered a cheer, whereupon a woman appeared, and after a fight captured one of them and bore him off struggling. Nothing else greeted us, and wondering at the apathy of the inhabitants, we made our toilettes and proceeded on shore.

Up the road a little way, then turn to the right at the church, and down "the long unlonely street," we came upon the tavern with its circumambient loafers and a few stores. The Commodore gave an impetus to the commerce of Consecon, by purchasing some pepper and salt at the boot and shoe store; then we turned to the left, crossed a bubbling babbling brook, which turned a flour mill, then passed under the bridge and wandered away beneath the trees to the bay, found ourselves in a continuation of the village, and finally arrived at the top of a little hill. There we stopped to admire the quiet simple view: on one side the bright calm waters of the bay sparkled in the sun; before us the white houses and gray church of the village peeped out from the sheltering trees. On the right, a stretch of about a mile of green open country, ended in the blue of Consecon Lake. The hill on which we were standing forms part of an elevated plateau, whose abrupt wooded capes, and steep ravines are the chief beauty of the wide pool we gazed at. As a background, the blue hills in Northumberland and Hastings, and a slight rise of intervening country, behind which lay Trentport and the head of the bay of Quinte, distant only four miles. We bought bread and cheese on our return to the village and also a bucket, which was henceforward kept solely for fresh water; a necessary precaution, as, though the lake-water itself is excellent, that in the harbours and rivers is muddy and unfit for drinking.

The principal trade of Consecon seemed to be in lollipops, sling and pop corn, at least so one would judge from the contents of the shop windows. There are two Churches; one, the Wesleyan, of stone. The prettiest thing about Consecon was the peep down the brook from the bridge. We returned on board, procured fresh water from a well hard by, and then gave all our energies to a sumptuous dinner of bass and pike fried, ham and veal. We turned in at ten o'clock; at about four, down came the rain in buckets full.

(To be continued).

ON THE ORIGIN OF YACHT CLUBS.

In this year of grace, one thousand eight hundred and sixty-five, the aristocracy of England celebrates the Jubilee of that "Peace Demonstration" which laid the foundation of our national pastime—Yachting; and which gave birth to the "Yacht Club," now known as the The Royal Yacht Squadron, from whose parent tree budded forth the many branches which form those institutions which are the pride of our maritime population, at the several sea-ports of the United Kingdom. From the roots of that princely tree suckers were transplanted and have thrived well in foreign lands.

It must indeed be gratifying to the whole civilised world to know that in celebrating the Jubilee the recent arrivals from the Far West have brought to our shores the glad tidings that the harbinger of peace—the dove with its olive branch—now flutters over the blood-stained soil of Columbia.

We may therefore hail with heart-felt joy and gratification that the Jubilee we are about to celebrate will be strengthened by the fact that peace prevails among those who are allied to us, in language, in blood, and in institutions.

With this digression we return to the subject of our "Peace Demonstration," and the object which led our aristocracy and gentry to the formation of an institution in which the amusement has been reduced to a science, and whence the remark of a well-known British naval author,

"The security of the Kingdom is increased by every man becoming more or less a sailor."

True, as regards the original foundation of a Yacht Club our data does not carry us beyond the half-century, although a club, termed the "Old Cork Water Club" existed as far back as 1720, and flourished more or less until 1828, when it received the new appellation of the Cork Yacht Club. When William IV. ascended the throne the name was again altered to Royal Cork Yacht Club. It is admitted that the R.Y.S. is the parent institution, and dates its origin from 1815. Then it was that the leading gentry of the period, gathered together under one flag the pleasure boats of the Kingdom, as they were then termed. Such no doubt was the origin of similar institutions, and among them we may mention the New York Yacht Club.

We may be pardoned if in our patriotism and love of truth, we dispute the claim of precedence over all other clubs, which a writer in the

New York Herald puts forth on behalf of yachts and yachting in America.

Our cousins, through their organ, modestly claim to be the earliest yachtsmen, and that yachting emanated from the Knickerbockers as far back as 1616, by a descent as clear, say they, as any descent was ever traced : from Hendrick Hudson, the first yachtsman of those days in the waters of New York, to the late Commodore John C. Stephens, who visited these waters in the celebrated America, in 1851.—But, says Jonathan, “it will answer our present purpose however, to go no further back than the year 1802, when the late Commodore organized himself and his famous little yacht Diver into a New York Yacht Club, and who had maintained the existence of the club up to the time he expired in the month of June, 1857, in the ripeness of age, and in the fulness of a reputation without blemish, beloved and respected by all.” About two years previous to his death, growing infirmities necessitated him to resign his position as Commodore, as conveyed in a very interesting letter from him to the members of the club ; in which he said—“I have been a yacht owner for more than half a century, commencing in 1802 as builder, cabin boy, cook, and all the hands of the celebrated yacht Diver, 9ft. long, 3ft. wide, and 3ft. deep, ending as Commodore of a squadron whose flagship, the Maria, carries her pennant one hundred and fifty feet above the surface of the sea. This will up to the present day give that club a paternity of some sixty-three years, or over two generations. A period, says their mouthpiece, “amply sufficient to put a bar against any future questions regarding its legitimacy.”

But that writer would claim a still greater paternity for his countrymen, and for their institution. Of the earliest practical yachtsmen that ever sailed upon the waters or the river that bears his name, was Hendrick Hudson, who in 1609, (according to Hart, p. 20.) entered and explored the harbour of New York in a vessel of 80 tons. In 1616, Captain Cornelius Hendrickson, of Holland, in a small vessel of 16 tons, named the Onrust, (the Restless,) made important explorations in Long Island Sound ; also near Manhattan Island, and a long line of sea coast ; and so, continues the American journalist, we have been progressing and thriving for upwards of two hundred years, until our little island Manhattan, has become a potent metropolis, influencing the world, whose eager commerce pushes its wharves into the sea, blocks up the wide rivers with its fleets, and sending its ships, the pride of naval architecture to every clime, defies every wind, outrides every tempest, and invades every zone. As a part of the contemporary history of this time, it was at Fort Orange, at the head of the navigation of the Hudson,

in 1614, that the New York flag was first hoisted on a barque built there by people who, says the writer, then owned the mastery of the seas—the Dutch. Thus much for the Knickerbockers' right to claim the distinction of being the first to establish the institution of yachting in American waters. This distinction passing through many honored generations has reached their own day unsullied, in every respect, but on the contrary, glorified and made proud by the genius, skill, and adventurous spirit which have descended from their daring Dutch ancestors. Thus disavowing any paternity or connection with their mother country. In the American sketches of the maritime pastime of yachting, every allowance should be made for their vaunted style of literature which permeates all their descriptions.

Were we to entertain a controversy with them, we would remind them that yachts of those days, as they were termed, were a class of vessels known to Europe long antecedent to the date of either Hudson or Hendrickson. On referring to our early lexicons we find that the word yacht is of Dutch origin, and in the early part of the last century it is thus described:—Yacht is a small ship with one deck, carrying from eight to twelve guns, and thirty or forty men. Yachts in general are from 30 to 160 tons, contrived and adorned withinside and without for carrying state passengers. They answer the purposes of business as well as pleasure, being remarkably good sailers.—Thus has the definition of a yacht been handed to us. In the reign of Elizabeth, anno 1588, the Isle of Wight owned twenty-nine yachts under 80 tons which were employed in Her Majesty's service. In the same year there was a yacht called the Rat of Wight, also of 80 tons with 60 mariners. In the list at the time of the Revolution we find recorded a yacht called the Isle of White, which was then lying at Deptford, and which was built at Portsmouth in 1673, by Daniel Fuzer, her dimensions were, length 31ft., breadth 12ft. 6in., depth 6ft., measured 25 tons, carried 5 men, and 4 guns. It is therefore apparent that the name of yacht had a prior origin in the Old World than in the New. That it was undoubtedly of Danish or Saxon origin cannot be denied, for even in the days of King Vortigern the vessels were called Ciuæ, and corresponded with armed war vessels of a subsequent date, which were used in the conveyance of petty Kings long before the reign of Alfred the Great. We have said thus much sufficient to justify the appellation and description of a yacht, but it does not follow therefrom that the mere owning of a yacht establishes the right of being designated a yacht club, though the fact of ownership may have led to the foundation of an institution.

J. R. S.

THE CHAMPION CUP.

New York, May 22nd, 1865.

SIR:—Having noticed in the November number of your *Yachting Magazine*, an article signed “*Red with White Maltese Cross*,” in which is suggested the idea of a Champion prize, open to competition to yachts of all nations, I beg you to make known through your widely circulated *Magazine*, that the New York Yacht Club holds the cup won by the America, presented to it by her original owners upon those terms, and which fact I was under the impression, until reading the article referred to, was known to the English clubs.

I enclose herewith a copy of the letter of presentation and the resolutions of the club in regard to it.

Yours respectfully,

HAMILTON MORTON,

Secretary, N.Y.Y.C.

To the Editor H.Y.M.

At the third general meeting of the New York Yacht Club, held July 9th, 1857, at the club-house, Elysian Fields, the following communication was read by the secretary.

New York, July 8th, 1857.

DEAR SIR:—The cup won by the yacht America at Cowes, August 22nd, 1851, was presented to the New York Yacht Club by the owners Messrs. John C. Stevens, Edwin A. Stevens, Hamilton Wilkes, J. Beekman Finlay, and George L. Schuyler. The presentation of the cup took place at a dinner given to the Messrs. Stevens, with the understanding that a written communication as to the conditions attached to it should shortly be made.

A meeting was held soon after, the conditions agreed upon, drawn up and signed. The paper was then sent to Commodore Stevens to be transmitted to you. As this matter has not been attended to, and Mr. Stevens is now deceased, I enclose a copy hoping that the club will see fit to accept at this time the conditions of gift there attached to the cup, and give notice of the same to the clubs of foreign countries.

I merely change the date of the communication to this time, as it does not seem necessary to go back in my official of the matter, beyond this letter of explanation which should be entered on the minutes.

Very truly yours,

GEORGE L. SCHUYLER.

To the Secretary of the New York Y.C.

New York, July 8th, 1857.

SIR:—The undersigned members of the New York Yacht Club and late owners of the schooner yacht America, beg leave through you to present to the club the cup won by the America at the regatta of the Royal Yacht Squadron at Cowes, England, August 22nd, 1851.

This cup was offered as a prize to be sailed for by yachts of all nations, without regard to difference of tonnage, going round the Isle of Wight, (the usual course for the annual regatta of the Royal Yacht Squadron,) and was won by the America, beating eight cutters and seven schooner yachts, which started in the race.

The cup is offered to the New York Yacht Club, subject to the following conditions:—

Any organised yacht club of any foreign country shall always be entitled through any one or more of its members, to claim the right of sailing a match for this cup, with any yacht or other vessel of not less than thirty or more than three hundred tons, measured by the custom-house rule of the country to which the vessel belongs.

The parties desiring to sail for the cup may make any match with the yacht club in possession of the same, that may be determined upon by mutual consent, but in case of disagreement as to terms, the match shall be sailed over the usual course for the annual regatta of the yacht club in possession of the cup, and subject to its rules and sailing regulations. The challenging party being bound to give six months notice in writing, fixing the day they wish to start. This notice to embrace the length, custom-house measurement, rig and name of the vessel.

It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof, or owners of the vessel winning it on a match, and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries, upon the terms above laid down shall for ever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.

JOHN C. STEVENS.

EDWIN A. STEVENS.

HAMILTON WILKES.

J. BECKMAN FINLAY.

G. L. SCHUYLER.

On motion of Moses H. Grinnell, it was resolved that the New York Yacht club accept the cup won by the America, and presented to them by the proprietors upon the terms and conditions appointed by them.

Resolved that the letter of Mr. Schuyler, with the enclosure be entered on the minutes, and the secretary be requested to furnish to all

foreign yacht clubs a copy of the conditions upon which the club holds the cup, and which is permanently attach to it.

Adjourned,

N. BLOODGOOD,

Secretary.

To the Secretary of the New York Y.C.

ROYAL IRISH YACHT CLUB.

THE opening cruise of the season of this club came off on 13th May, the club-house and some of the yachts in harbour being dressed in their gayest bunting in honour of the occasion. The morning was ominous looking, with slight rain and no wind. At noon when the dull heavy grey canopy of mist had slowly cleared off, the sun shone for a little and a south-east breeze sprung up. The Commodore, (the Earl of Granard, M.P.) would have taken the command of the fleet for the day had not pressing business required his presence in London. Mr. C. Putland as Vice-Commodore, took his place, and at two o'clock, p.m. he fired a gun and hoisted 205 ("away,") at the same time slipping his moorings. The Echo, Foam, and Petrel obeyed the order, and the signal 80 ("close round Commodore") was then shown by the Belle. The above-named yachts hove to in order under his lee, when, no other craft appearing, the Foam was despatched back to the harbour to hurry out the remainder of the fleet. As she was opening the piers the Banba, Nora Creina, and the Kelpie, were to be observed hurrying out, and making the best of their way to the Commodore. The Enid also just then came out, with her new canvas, made by Gordon Brothers, and looking very well indeed.

The Xema, Luna, and Storm were still at their moorings, but at once made sail to join the Commodore. The fleet now comprised the following vessels :—Belle, schooner, 75, C. Putland, Esq., Vice-Commodore; Echo, cutter, 33, W. I. Doherty, Esq., R.C.; Xema, cutter, 35, Major Barton; Nora Creina, screw steamer, 117, Col. Gamble; Storm, cutter, 35, S. Graham, Esq.; Luna, cutter, 25, J. McCurdy, Esq., C.E.; Banba, cutter, 24, W. H. Bewley, Esq.; Foam, cutter, 27, W. S. Corrigan, Esq.; Kelpie, cutter, 22, J. Todhunter, Esq.; Petrel, cutter, 22, B. Hone, Esq. The Enid, cutter, 57, F. Scovell, Esq., sailed in company. The Vice-Commodore then flew 92 ("form one line on port quarter of Commodore"); when the vessels had got into line, the V.C. hoisted Blue Peter 353 ("Howth"), and free sheets became the order of the day, while thus running.

We regret to have observed the Xema trying to pass the Rear-Commodore, the Echo, to windward. The handsome little screw steamer Nora Creina was at this time to leeward of the fleet, and, as we now mention her, must award her owner a well-deserved meed of praise for the skilful manner in which she was handled throughout the day, as she never in the least interfered with the evolutions of the sailing craft, nor emitted clouds of smoke to interfere with the beauty of the scene. Before the fleet had run more than a couple of miles, the Vice-Commodore flew the signal Blue Peter 2,354 ("Dalkey Island.") and the flags were scarcely aloft before sheets were hauled aft, and a mizzen to windward began; all being on the starboard tack, the Belle tacked at once, and the others held on. It was a pity that the wind was so very light; a nice breeze would have afforded a means of trying the vessels one against another. The Echo was now leading, with the Xema, Enid, Foam, Banba, Luna, Kelpie, and Petrel in her wake; Banba passed Foam to weather and went ahead of her; Echo and Xema tacked, then Banba, Enid, and Foam still holding her starboard tack. The Enid on the port tack came into collision with her and carried away her bowsprit. The Foam hove to to clear away the wreck, the Enid also hove to, and the rest of the fleet made sail after the Commodore, who, on reaching Dalkey, led them out to sea, and then ran for the harbour. Getting them well into line he led them in with free sheets past the Royal George, along the east pier, and past the club house. The wind was now very light, and the appearance of the fleet was certainly very pretty as they sailed along in close order, just moving through the water. The Vice-Commodore then hoisted 50 ("part company.") The Nora Creina was the last to breast the club-house, and she looked to much advantage as she steamed along at about half speed. The several yachts then proceeded to their moorings, and in ten minutes all canvas was stowed.

MAY 27th, was a day appointed by the Vice-Commodore of this club for cruising with the yachts of the club and sailing them by signal. The morning was dirty, with a falling glass, rain, and a fresh S.S.E. wind, which, at two o'clock p.m. approached, increased to a moderate gale, the Belle, schooner, 75 tons, Mr. Putland, V.C., got under way, with three reefed mainsails, reefed staysail, and small jib, no foresail. She flew the signal, "Form line astern on starboard tack.

The only yacht that got under way was the Foam, cutter, 27 tons, Mr. Corrigan, undertrysail, reefed staysail, and storm jib, on close reefed bowsprit, who followed the Belle out of the harbour. It was

then blowing hard S.E., and the spring ebb tide running to southward turned up a heavy sea. The Foam soon collared the Belle with her small canvas, and was passing her to windward, when the former luffed for a few minutes and then ran across Belle's stern and went along on her lee quarter. Belle now set her fore sail, reefed, and the Countess, yawl, 35 tons, Mr. Kernan, came out of harbour with a storm mizen and jib, but no reefs down. Belle now flew "Dalkey Island," and shortly tacked in for the land, followed by Foam and Countess. On reaching close they all bore up in a squall of wind and rain, and were met off the harbour by the Echo, cutter, 38 tons, Mr. Doherty, R.C., under four-reefed mainsail, reefed staysail, and storm jib set on an unreefed bowsprit. Again was "Dalkey Island" flown and again the same beat to windward. Standing some distance out, and then tacking in for the shore, the four vessels looked remarkably well, as it was now blowing very hard indeed, with occasional rain, and a little, but very little, sun. The Countess now carried away the clue of her mainsail, and had to bear up. The Echo looked as if she were distressed by her long bowsprit. Belle and Foam tacked to port, and stood off to sea close to Muglin, in a very heavy sea, Echo did not follow, and the two others had it all to themselves. This was the time and place to try gear, and Belle and Foam went at it with a heart and a half, although the sea was very bad, on account of the spring ebb meeting the S.E. wind. Numbers of square riggers were running in from sea before the gale, and, as harbingers of a heavy blow, several "threshers" made their appearance, sending up clouds of spray when they blew.

At this time the Zephyrine, cutter, 20 tons, Mr. Martin, came out with three-reefed mainsail, reefed staysail, and storm jib. She however, kept near the harbour in the smoother water. After Belle and Foam standing on for some time, Belle tacked and eased sheets, followed by Foam. Both looked well running in the heavy sea, and both ran for harbour and picked up their moorings about a quarter past five p.m., after a day's sailing which would have done more to make sailors of gentlemen than months of fine weather could possibly effect. The wind was now hauling round to S. and S.S.W., and the sun broke out strong. We regret that more yachts did not follow the Belle. Some at moorings had their canvas set, but did not stir. About half-past five o'clock p.m., the Luna and Storm, under trysails, &c., went out for a short time, but the sea by this time was not so heavy, as the wind had hauled round to S. and the ebb tide (weather going); was spent. We understand that on every Saturday for the summer the fleet of the club will sail together by signal.

THE COMPRESSOR.

CLYDE YACHT CLUB, (No 24.)

THIS young and successful yacht club opened its ninth season on Saturday, May 20th, with a cruise down the river, as many of the fleet as were ready and otherwise able, being present. Yachting on the Clyde—which has now become an established institution—has been growing year by year, and has now reached what many imagine to be its maturity, but from the rapid strides made during the last three years, and more especially the advance made during the last twelve months, it seems as if yachting was now just opening to its full appreciation as a rational and healthful enjoyment. The men on the Clyde in improving the class of yachts, and entering their vessels into competition with the finest clippers afloat in any British water, has been the general remark. In schooner races, Mr. Richardson has gained laurels in England, Ireland, and Scotland, by his famed *Circe*, which has been sold to Mr. George Harrison, and replaced by a larger one. Mr. Stirling's well-known *Fiery Cross*, and Mr. Powell's *Reverie*, have also gained distinguished honours. In Mr. Cooper's *Surge* in 1862, *Surf* in 1863, Mr. Houldsworth's *Æolus* in 1863, and *Mosquito* in 1864, have contested almost every important race in the kingdom, and have taken many cups. Last year Mr. Finlay's *Kilmeny* also defeated many of the fastest English cutters, and this year she has taken the first prize of the season at Kingston two days ago. Of smaller cutters, Mr. Grant's *Fairy Queen*, Mr. Bell's *Armada*, Mr. Henderson's *Ripple*, Mr. Finlay's *Torch*, and many others have won honours at home and abroad, and have brought credit and abundant employment to Mr. Fife of Fairlie, who built most of the cutters. The Clyde has now had for some years two clubs, viz., the old and aristocratic "Royal Northern Yacht Club," which has a fleet of 63 vessels, 107 members, and 47 honorary members; and the young and important "Clyde Yacht Club," which has a membership of about 100, and a fleet of about 60 vessels, comprising screw steamers, schooners, yawls, and cutters.

The members sat down to breakfast in Mr. Clark's Hotel, Gourock, on Saturday morning shortly after nine o'clock. There was a good attendance. Mr. J. M. Forrester occupied the chair, and Mr. B. Barton Bell, officiated as croupier, and were supported right and left by Messrs. A. H. M'Lellan, Charles Henderson, Captain Begg, W. C. T. Sloan, James York, jun., Thomas Falconer, Archd. Kennedy, A Teacher, Robert M'Intosh, William M'Culloch, Wm. Murray. W. H. Fife, John Donaldson, Wm. Munro, and G. Buchanan, &c. The chairman read a letter from the Hon. G. F. Boyle, m.p., Commodore of the club, ex-

pressing regret that his Parliamentary duties prevented his presence amongst them, but hoping to be able to meet them at their annual regatta. The chairman further stated that Mr. Adam Morrison, who has succeeded Mr. J. Locket, jun., as Rear-Commodore, was to take command of the fleet, and would be present in time to start with them.

The weather, which in the morning was anything but propitious, being dull, with almost no wind, and very few yachts up to the scratch, gave very poor prospects for the cruise. After breakfast, however, appearances were more pleasing, a fine south-west breeze having sprung up, and a number of the yachts having arrived in the Bay from their moorings. Amongst these was the *Phasma*, with Rear-Commodore Morrison on board. The bay at this time (11 am.) presented a very animated sight from the number of yachts assembled, and the number of punts plying to and from the Commodore's yacht.

About 11h. 30m., the Commodore hoisted the signal, "For Rothesay." The various yachts then got under weigh, and following the Commodore, ran out of the bay in beautiful style, and stood across to Holy Loch. The wind having freshened up from the south-west, it was now a dead beat down channel, and put to the test the qualities of the various vessels. Amongst the yachts that started from the Bay, and that joined the fleet on the way down the river, there were the Commodore's screw steamer *Valetta*, under Mr. H. H. Richardson, with a large party on board; the yawl *Lesbia*, 37 tons, D. J. Penny, Esq.; schooners—*Snake*, 40 tons, J. Lockett, Esq.; *Rover*, 28 tons, Major M'Intosh; *Curlew*, — M'Bride, Esq.; *Murmur*, 16 tons, S. King, Esq.; *Edith*, A. H. M'Lellan, Esq. Cutters—*Coolan*, 37 tons, T. Stevens, Esq.; *Swallow*, 18 tons, R. Pirrie, Esq.; *Onda*, 20 tons, J. Addie, Esq.; *Scud*, 16 tons, J. G. Hamilton, Esq.; *Lilly*, J. Ure, Esq.; *Caroline*, Capt. Swinburne; *Armada*, 8 tons, B. B. Bell, Esq.; *Ripple*, C. Henderson, Esq.; *Emily*, Teacher, Esq.; *Ruby*, T. Falconer, Esq.; *Thetis*, A. Spence, Esq.; *Excelsior*, D. Bryce, jun. Esq.; *Mabella*, J. Fleming, Esq., &c. The *Phasma*, continued to keep the lead, beating down, closely followed by the *Lesbia*, by which two vessels there was a beautiful display of sailing qualities. The *Lesbia*, however, caught a fine breeze off the Innellan shore, which enabled her to weather Toward before the *Phasma*. The *Swallow*, which kept well up on the advanced position of the fleet, also weathered Toward before the *Phasma*, and between the three a pretty contest took place for Rothesay Bay, but *Phasma* could not regain her position. The next division of the fleet was led by the schooner *Snake*. A third division of about a dozen, which it was thought intended rounding the little Cumbrae was led by the

Armada, while the rear division, led by the Ruby, which lost themselves in starting by falling into a calm, made well up their lost ground, especially the Edith and Ruby, which caught the breeze off the land at Bellwood and run down close hauled to near Toward Point into the front of third division. The advanced portion of the fleet reached the Bay about three p.m., and the rear of the fleet about four o'clock. The steam yacht Valetta, however, accompanying the fleet for some way down the river, put about and proceeded up Lochlong to Arrochar, returning again in the afternoon. The majority of the yachts came to in Rothesay Bay, but a few of them proceeded on round the Kyles of Bute, while one or two others returned home.

PRINCE ALFRED YACHT CLUB MATCH.

THIS club, whose matches have generally been the opening of the season for yachtsmen in Dublin Bay, this year, being anxious to suit the convenience of one of its members, who had publicly resolved to take his vessel from the waters of bonny Clyde, to try her fortune midst those of the not less busy Thames, and who promised *en route* to let her take part in the race for her class at Kingstown, provided the fixture was sufficiently early to allow of his getting from thence to London before the 3rd June, took advantage of the fine weather, which has enabled vessels to leave their winter quarters earlier than usual, and brought forward their first match a full fortnight, fixing it for Monday, May 22nd, created not a little interest among the members of the club, and indeed among all the yachtsmen of the port, from the repute and assumed equality in speed of the vessels entered to contend, as well as from the fact of so many of the younger and more active of their body being actually engaged on board one or other of the rivals.

The morning was beautiful, with a bright sun and a nice though light breeze from the southward and eastward, and any symptoms of the sea fog, which has been so prevalent for the last month, had quite cleared away before one o'clock, the hour named for the start. The harbour was full of yachts, conspicuous amongst which was the stately Aline, 216 tons, carrying the flag of the Commodore of the Royal Victoria Yacht Club, who had just arrived in her from England, to visit the Dublin Winter Palace and Exhibition, now open.

This club was also represented by the Maritana, cutter, 57 tons, Lord Louth. The Lalla Rookh, schooner, and several others were under the red with a white cross banner of the Royal St. George ; and

the Belle, Gitana, Foam, &c., &c., showed the blue ensign of the Royal Irish, while in the centre was the beautiful Enid cutter, 57 tons, gaily decked out with flags, and carrying at her topmast head the red swallow-tail burgee, with a foul anchor as Commodore of the club under whose auspices the race was to take place, and acting as flagship for the day. The Royal George, guardship of the port, also showed a considerable amount of bunting, and as most of the yachts had their snowy canvas ready hoisted for going out to witness the match, the scene was most gay and animated. At twelve o'clock the Commodore's gig left the Enid and went round all the contending vessels, directing them were to anchor, which they did according to the number of their stations from the westward, all exceeding 25 and not exceeding 40 tons.

Numbered as Hunt's Universal Yacht List, 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders
1534	Xema	cutter	35	Major Barton.	Fife
1064	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
324	Echo	cutter	38	W. I. Doherty, Esq.	Wanhill
690	Luna	cutter	26	J. McCurdy, Esq.	Fife
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife

The conditions of the race prescribed that all the vessels were to be steered by a member of the club, and that all persons on board, except three paid hands in each, should be members of it or a royal yachting club, or the sons of such members or officers on full or half pay of H.M. fleet. No shot bags allowed to be on board, nor any ballast to be stirred, No restriction on sails or extra hands. Prize £60; course about 31 miles; half-minute time allowed.

There was some little delay in the yachts taking up their moorings, and the line was rather irregular, but at 1h. 15m. a gun from the Enid gave the signal to prepare, and at 1h. 20m. another to set head sails and be off. All went away well together, having free sheets past the piers, whence it became a close haul. Kilmeny, from weather station, was off like a shot, as was the little Luna. The Secret intentionally hung a little, as she had anchored a little too far out, and was bent on giving fair play. Xema to leeward astern, but hardly 15s. between first and last. Kilmeny went at once to front, but Echo held a splendid wind, and took a line of her own, while Xema wisely kept away from the ruck, and ranged through all their lees, head reaching on the whole though to leeward; while the Luna walked up and forced the Secret to windward in a way that made her owner, who was at the tiller, hold his breath for several minutes, while his face spoke unutterable things. All went off on starboard tacks, and held their reach well out, with largest

working topsails aloft, and a nice sailing breeze, a crowd of amateurs on each of their decks, and the greatest excitement, fun, and chaff going on between the contending crews. Wind outside about S.E., course, E.S.E., tide ebbing to southward.

At 1h. 47m. Xema, now considerably ahead tacked to port, and crossed the bows of the fleet, except Echo, followed by Kilmeny. As soon as she was past, finding, however, that she could hardly with safety attempt to cross Echo, who by this time was a considerable distance to windward, though astern, Xema tacked again, and got on Echo's weather-quarter, and Kilmeny also went about. The wind was now very light, and Xema and Echo drifted very close together, almost in collision, side by side, while Kilmeny slipped away. Luna and Secret kept their reach towards northward, Luna leading, and at two sailed into a good breeze which Secret got some five minutes afterwards. Luna then tacked, but Secret still held on, but soon after tacked to port, and met Kilmeny, who on starboard tack crossed her bow about a hundred yards off. So they went on crossing and re-crossing until they reached Kish Lightship, which was rounded :—

	H. M. S.	H. M. S.	H. M. S.
Kilmeny.....	3 30 45	Echo	3 32 50
Secret	3 32 20	Luna	3 34 40

Very little between them after so long a beat. Big jibs, foresails, and topsails were now the order of the day for a long run to East bar buoy, six miles and three quarters. Wind here fell away almost entirely, and sun came out very hot, Kilmeny creeping away, and Xema drawing up. At North Burford buoy, about halfway, Kilmeny had increased her lead of Secret to three minutes, and Echo came up within some 20 yards, Xema drawing past Luna. Echo and Luna kept more away after this as being a straighter course, but, unluckily for them, got into the eddy tide round Howth Head running to northward, which took them away with it, and for an hour they had the pleasure of going boldly towards Belfast, and were to all intents and purposes out of the race. Xema, with a wary soldier at her tiller, got on the edge of the young flood up river, and crawled past Secret, while Kilmeny near Bar sent down her balloon topsail and jib and prepared for a close haul to harbour. Secret did the same with her big spar aloft, and when the breeze did come, which it did suddenly, the tacks and sheet were to leeward, and she feared to start it, so was hampered by it all the way across the bay. Kilmeny, got round Bar at 5h. 20m. 38s.; Xema, 5h. 29m. 35s.; Secret, 5h. 31m. 55s.; just then the sea breeze came cool and steady, and away went Kilmeny, who got it first, as if somebody had stuck a pin into her; Xema next, and Secret as soon as

it reached her, the unlucky Echo and Luna looking on from about two miles off, and dead becalmed. Kilmeny made two or three tacks before she weathered the Hauling buoy inside the harbour for first round. Secret only one, but lost ground, owing to her topsail, and they started for second round. Kilmeny, 5h. 55m. 30s. ; Xema, 6h. 5m. 30s. ; Secret, 6h. 9s. 8m. Luckily the wind had shifted so much as to enable all to lie to the Kish, though with a northerly tide, and it was now a safe thing for Kilmeny, though Xema gained considerably on her in the round, the time at Kish being :—Kilmeny, 7h. 2m. 10s. ; Xema, 7h. 11m. 35s. ; Secret, 7h. 15m. 52m. ; Echo, who had pluckily come on, though so far behind, 7h. 40m. 18s., and Luna, still sticking to her, some four minutes afterwards.

Breeze now nice, firm, and steady ; big topsails and jibs again made their appearance for a run, but no great change took place, though Xema and Echo both gained much on the boats before them, showing what a close thing it would have been if the breeze had been steady all day. Nothing, of course, could now prevent Kilmeny winning, except carrying away an important spar ; but no one lost a rope yarn, and flying round the Bar buoy at 7h. 56m. 54s. ; Xema, 8h. 1m. 50s. ; Secret, 8h. 6m. 6s. ; all made for the harbour, after a rather long day's work, and at 5h. 55m. 45s., the gun flashed out its welcome to the Scotch stranger, followed by another at 6h. 6m. 10s., for her sister (built alongside, and at the same time by Wull Fyffe) ; at 6h. 12m. 0s., came Secret, Echo at 6h. 42m. 45s. ; and the little Luna at 6h. 51m. 0s. ; not nearly so close a finish as was expected by the Commodore, who had, we believe, set up a chronometer, with split seconds, for the timing ; but all were glad at the result, as the prize went to the vessel which had come furthest for it.

TEMPLE YACHT CLUB, (No. 28.)

COMMENCED the season, on the Thames, May 16th, and an excellent breeze enabled the vessels engaged to spin through the water merrily. The course was from Charlton to the red buoy below Greenhithe and back—a distance of about thirty miles. The yachts belonging to this club are of small tonnage, and the following entered.—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Owners	Rig	Tons	Owners	
759	Mermaid	cutter	8	J. Gardner, Esq.	
974	Rifeman	cutter	6	W. Antill, Esq.	
1097	Silver Star	cutter	4	W. Tarner, Esq.	
351	Ellen	cutter	4	W. Rose, Esq.	

The wind was from S.S.W., when the yachts having been got on line an excellent start was effected at 10h. 40m., the Mermaid taking the lead, closely followed by Silver Star, Ellen, third and Rifleman fourth. When fairly underway the latter vessel occasionally overhauled the leading boats, and after a sharp but brief struggle arrived at the buoy and rounded 10m. before Mermaid, 19m. before Silver Star, and 26m. before Ellen. On the return the Ellen challenged Silver Star for third place, and ultimately obtained it. This was the only change that occurred, and the Rifleman came in 11m. 30s. ahead of Mermaid, 16m. 30s. ahead of Ellen, and 32m. ahead of Silver Star. The prizes, silver cups, value £10 were awarded to the two first boats. A very pleasant evening was passed at the club-house, Anchor and Hope, Charlton.

PRINCE OF WALES YACHT CLUB MATCH.

THE honor of being the first to hoist the racing bunting has this year been wrested from this well-known Club, by the Temple Club, (see prior page), however it had nothing to regret as a more enjoyable day we have seldom participated in. The prizes were a silver claret jug, value £25 for the first boat, and a silver salver, value 10 guineas for the second. The race was open to all yacht club vessels, and the following seven we found at their moorings.

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts	Big	Tons.	Owners	Builders.
329	Gypsy.....	cutter	10	T. Fuller, Esq.	Stow & Son
1293	Surprise	cutter	8	S. Harwood, Esq.	Wallace
1058	Satanella	cutter	15	Capt. P. Bennett	Aldous
947	Queen	cutter	15	Capt. Whitbread	Hatcher
309	Dudu	cutter	15	Capt Baldock	Hatcher
358	Octoroon	cutter	12	F. H. Le Mann, Esq.	Hatcher
285	Dione	cutter	12	T. Field, Esq.	Harvey

The usual ground to start from just above Erith Church was selected, and a pretty fair line formed, with Gypsy near the south shore and the others ranged towards the north, as placed above. The cruise was from Erith to the Chapman and back. The wind was about S.E. with a light air, and clear sky. The preparatory gun boomed forth its welcome note, at 11h. 45m., and the crews of the respective vessels stood forth like Gladiators ready to battle. This is a sight well worthy the attention of the lovers of Nauticals. The second gun to announce the

start was given at 11h. 49m. The canvas was run up with great celerity, and they went off speedily, with the exception of Surprise, which either did not start or soon gave up—but the former we believe to be the case, as we have no recollection of seeing her underway. In canting to the Essex shore the Octofoon was first away, and the Queen also looked well, and from her position (a wide berth) was a favorite with a large number. In reaching to the south shore on their first tack the Dudu had the lead, followed by Octofoon, Satanella, and Queen, whilst Gypsy appeared in trouble and tardy in her movements. In making for Purfleet they made sundry boards, and the Dudu which was still to the fore changed her square for a jib-headed topsail—with the exception of Satanella followed her example. The Dudu in Long Reach was favored with a breeze which enabled her to shake off her persevering friends. Octofoon, Satanella, and Queen, and several changes among the latter took place. The Octofoon and Queen especially had a tournay, during which little bit of cross purposes the Dudu stole away, this her opponents perceiving they gave over their play and Queen ploughed ahead after her. This made Dudu wide awake, and as they made board and board through Gravesend Reach the Queen lessened the distance between them; and this she continued to do through the Lower Hope, and in Sea Reach she was to the fore. The Octofoon showed well, and as the tide was nearly done, the Club steamer dropped her mud hook about a mile above the Chapman, the vessels rounded thus :—

H. M. S.	H. M. S.	H. M. S.
Queen 3 3 0	Octofoon 3 13 30	Dione 3 31 0
Dudu 3 10 10	Satanella 3 25 0	Gypsy 3 44 30

After the Queen had rounded she proceeded to shift her topsail and set a monster, under the able guidance of "King Dan" she lost no way; but the Dudu made a slight mistake and had to make a short board to pass the steamer. We had the satisfaction of seeing them all fairly off on their homeward route;—and under a good spread of canvas they made way very fast, whilst the club steamer remained at her mooring, for the crew not being much used to anchoring had a very great and laborious task to weigh, and before we reached them the Queen and Dudu had arrived at Erith, and the company on board the steamer lost one of the best portions of a match.—The time given was as follows :—

H. M. S.	H. M. S.	H. M. S.
Queen 5 20 0	Dudu 5 23 15	Octofoon 5 30 0
Satanella and Gypsy not timed.		

The prizes were given away to the winning owners, by the Vice-

Commodore Cecil Long, Esq.—Captain Whitbread receiving the claret jug, and Captain Balcock the salver.

This was the Queen's *début* she having been just launched from Hatcher's yard, and from her performance this day bids fair to add additional laurels to the Itchen. The Dudu was not exactly trimmed, so the knowing ones said—being too deep in the water aft.

ROYAL THAMES YACHT CLUB MATCH.

The first match of this Leviathan club was held on June 3rd (inst.) for cutter yachts of the first class, above 35 tons, and as usual in this club the prizes were exceedingly good, that for the first vessel, two handsome champagne coolers, value £100; and for the second vessel, plate of the value of £50. The celebrity of these meetings generally bring some fresh yachts to the contest, but on this occasion only the Kilmeny attended, and she unfortunately, was below the stipulated tonnage, and was therefore debarred. Having made a voyage from the north on purpose, this was much to be regretted, as no doubt it would have been a treat to see the Glance and Kilmeny having a spin together.

The following appeared at the start, viz :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
1406	Vindex	cutter	45	Andrew Duncan, Esq.	Millwall I. C.
184	Christabel	cutter	51	A. C. Kennard, Esq.	Aldous
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher
72	Audax	cutter	59	J. H. Johnson, Esq.	Harvey
1432	Volante	cutter	60	H. C. Maudslay Esq.	Harvey

The intended course was from Erith to the Nore and back, but as will be seen hereafter that was shortened. The morning had been gloomy with drizzling rain, being the fag end of the previous day's drenching. However, by the time all was ready for the start, a change had come o'er the scene, and as regards weather it looked more cheerful, but the wind was very light. The noble Commodore (Lord A. Paget) and the Vice-Commodore (Lord de Ros) having gone round the fleet, and seen all was straight and fair, the preparatory gun was fired at 11h. 6m., and the start at 11h. 11m., the Glance was first under canvas, although great praise is due to the respective crews, for the celerity of their movements. The Vindex owing to some accident to the topsail was last away. The Volante being more to the north, and in the strength of the tide had the best of the start, but Glance seemed to feel

the little wind then blowing, and glided away. Erith Rands was slowly ran through, and entering Long Reach a trifle more wind drove them ahead a little brisker. In Fidler's Reach a smart breeze enabled the Christabel to take second place, and she made an attempt to collar the leader, but was not successful. In Gray's Reach, they stood thus:— Volante first, Christabel second, Glance third, and Audax fourth, each about the same distance apart, 200 yards, whilst Vindex last was at least a quarter of a mile behind. Soon after passing Tilbury Fort they all set balloon topsails, Glance challenged Christabel, and a smart struggle ensued for second place, which Chrisy retained, till near the end of the Reach, the Glance having jibed and caught a breeze from the north, she forged ahead of Christabel, and challenged Volante, the three having a very pretty race; Audax and Vindex improving their positions. Off Holy Haven a splendid breeze sprang up, when Volante still led, with Christabel rather to windward, Audax had third place, but Glance stuck to her, and after a smart race between the two they eventually ended beam and beam. Vindex picked herself well up. Just below the Chapman the Glance had the lead, with Vindex in close attendance, Audax third, and Volante and Christabel astern. The last three had changed places before reaching Southend, off which place the steamer was moored, and the rounding was done thus:—

	H. M. S.	H. M. S.	H. M. S.
Glance ...	3 11 0	Volante	3 13 30
Vindex	3 11 15	Audax	3 14 0

This was very good work, and with slight exception the rounding was well performed. The wind, which was strong against them, forced the whole to make numerous boards, and change their balloon topsails, when Vindex and Glance were in company on the north; Volante and Christabel were ditto on the south, whilst Audax performed her port more in midchannel by herself. Some pretty manœuvring took place between Volante and Christabel. The leading yacht in Sea Reach, appeared to have all her time ahead Glance which, about Coal House Point, gained on her; but in Gravesend Reach the Christabel passed the latter, and gained on the Vindex. After passing Gravesend the wind fell lighter; off Greenhithe the Vindex increased her distance from Glance, whilst Christabel came up in the Rands looked very likely to be the first, and it was a very near go for the wind having dropped as they neared the flag buoy, it was a matter of speculation which would round first, but just as Christabel was preparing for a swoop, the Vindex shot between her and the buoy, and received the first gun. The following time will show the closeness of the finish:—

	H. M. S.	H. M. S.	
Vindex	7 20 30	Glance	7 23 0
Christabel	7 20 45	Volante	7 25 40

Audax not timed.

The time allowance of half-a-minute gave the first prize to Glance, whilst Vindex received the second. The Eagle steamer was chartered on this occasion, and some 300 members and friends were on board.

ROYAL LONDON YACHT CLUB MATCH.

THIS was the first appearance of the Club this season for racing, and we regret to state that, although the day (June, 5th) was all that Holiday folks could desire, yet a bright sun and a cloudless sky were unsuited for yacht sailing, and a slow affair, a repeat of the previous Saturday, was the result.—The Queen of the Thames was chartered on the occasion, and the worthy Commodore was at his post attended by a numerous company. It was announced that the steamer would leave London Bridge at 9h. 15m. but it being Whit-Monday, and thousands flocking on board the different excursion vessels, the Club steamer was unable to get alongside, so that it was after 11h. when we arrived at Erith, where we found the Vindex, Glance, Volante, and another racer named the Niobe, cutter, 41 tons, W. Gordon, Esq., owner, built by Hatcher.

The prizes offered were a silver plate of the value of £70 for first, and £10 cash for second vessel. The wind was west, but very very slight—Volante, the first vessel off, followed by Niobe, Glance next which first set topsail, and off the Gardens drew between the leaders. Vindex, which had the southernmost station, was slow at getting away. In the Rands the first three were nearly beam and beam, when the Glance set a squaresail. In Long Reach they had a fresh breeze, and showed well, running through with Volante leading the Glance by about a length, in fact, at times they were on equal terms :—the others were some 150 yards astern, the Vindex drew upon Niobe. In Fidler's Reach the Volante had placed herself about a third of a mile in advance of the Glance, and off Graye the wind fell light; Glance, which had struck her squaresail, now set it again, and it assisted her materially. Vindex had collared Niobe and they were so nearly together that, comparatively speaking, a sheet might cover them. They passed Gravesend thus.—Volante, Glance, Vindex and Niobe. In the Lower Hope, the wind increased a trifle, and the Volante led the Glance by two lengths only,

but nearing Sea Reach, the former gained on her persevering little rival, and dropped her considerably. Vindex was about 200 yards in the rear of Glance, whilst Niobe was some half that distance astern of the last. About Mucking Light there was some pretty sailing between Glance, Vindex, and Niobe, who were close together but the first leading; at length, the Niobe fell astern. There was now a long way to go and little wind, but the tide was still favourable and it was determined to reach Southend if not the Nore. The watching the sailing was a tedious affair, and to those in the yachts it must have been very irksome, except perhaps to Glance's crew, who were continually attending to the lowering and hoisting their squaresail; and they at one time set an extra sail. About a mile short of the Nore, the steamer came to anchor, and the vessels rounded thus :—

	H. M. S.	H. M. S.	
Volante.....	4 24 30	Vindex	4 50 30
Glance	4 40 0	Niobe	4 51 0

The wind was very light, and a long beat back was inevitable; we remained with them some time, till at length above the Chapman, it was found the Commissariat Department was nearly a blank, and the yachts would be hours getting in, the steamer left the Volante leading and made for Gravesend. After waiting there some considerable time, and getting supplies, she steamed gently to Erith, where she rested until after 10h. p.m. (at which hour the race should be completed), and no signs of the racers appearing, we steamed to London and arrived at midnight. This match is to be resailed on the 20th of June inst.

NORFOLK AND SUFFOLK YACHT CLUB.

THIS club commenced its season on Thursday, June 8th, with a regatta on the Yare at Cantley, near Norwich. The day was a broiling one, with baffling light airs. There was a good muster of club yachts, but only a few made any attempt to set their canvas. The only strangers' yachts unconnected with the club which put in an appearance were, we believe, the Dream, schooner, Mr. W. R. Jecks, and the Pearl, Sir T. Procter Beauchamp. The system pursued in the conduct of the regatta was the same as in former years—that is, there was a first and second-class match, the prizes being £15 and £10 respectively. In the first-class match the yachts which entered were the Water Lily, cutter, 14 tons, Mr. H. P. Green, Vice-Commodore; the Kitten, cutter, 13 tons, Mr. W. H. Clabburn, Commodore; the Red Rover, cutter, 15 tons, Mr.

S. Nightingale; the Glance, cutter, 11 tons, Mr. W. Steward, and the Cygnet, cutter, 14 tons, Mr. Harry Bullard. It may, perhaps, be interesting to note that Mr. Green carried the Confederate flag, hoisted by him in 1862, when the now shattered and ruined Confederacy was a power in the world. We should add that the stations drawn by the yachts were as follow :—Water Lily 1, Kitten 2, Cygnet 3, Red Rover 4, and Glance 5. Only the first four actually engaged in the match, the start taking place at noon. The course was from buoys laid down opposite Langley Dyke and Hardley Dyke, and was to have been traversed three times. So light, however, was the wind that the third round was abandoned by consent, and this was absolutely indispensable, as occasionally the yachts at some points made scarcely any way whatever. The yachts came to their station, on completing their first round, as follows :—

	H. M. S.		H. M. S.
Red Rover	1 18 0	Water Lily	1 23 50
Kitten	1 20 25	Cygnet	1 33 30

The second round proved far more favourable to the Water Lily. Skilfully handled and turning every little puff to account, she improved her position materially, the station being reached the second time thus :—

	H. M. S.		H. M. S.
Water Lily	2 36 10	Red Rover	2 46 10
Kitten	2 44 0	Cygnet	2 52 52

The Water Lily, having only to allow the Kitten half-a-minute, thus won by 7m. 50s.

The competitors in the second-class match were :—Scud, cutter, 9 tons, Messrs. J. B. and H. Morgan ; Vixen, cutter, 9 tons, Col. Wilson and Mr. S. Millard ; Belvidere, cutter, 9 tons, Mr. W. H. Clabburn, Commodore ; and Blanche, cutter, 7 tons, Mr. R. Morris. The stations were drawn thus :—Blanche first, Scud second, Vixen third, Belvidere fourth. The start took place at 3h. 45m. 0s., and the Blanche had from the first matters all her own way. The wind freshened slightly, but still came only in fitful puffs, and the course, which was the same as in the preceding match, was only got over by continual boards. The Belvidere gave up after accomplishing about a quarter of the first round, which was completed by the three remaining competitors as follows :—

	H. M. S.		H. M. S.		H. M. S.
Blanche	4 58 35	Scud	4 4 30	Vixen	5 16 0

In the second round the Blanche still further increased her lead and won by upwards of ten minutes.

ROYAL MERSEY YACHT CLUB.

The yachts of this club about the station assembled on Saturday, May 27th, at noon, off New Brighton, under the flag of Commodore Graves, on board his schooner, the Ierne, 60 tons. Also the Speranza, yawl, 100 tons, Vice-Commodore Jones; Ariadne, schooner, 90 tons, Mr. G. Petty; the Rear-Commodore hoisted his flag on board the Nora Creina, screw steamer, 117 tons, Lieut-Colonel Gamble; Snipe, yawl, 38 tons, Mr. Drinkwater; Gurnet, cutter, 33 tons, Mr. Rae; Queen, cutter, 28 tons, Mr. Mawdeslay; Surprise, cutter, 20 tons, Mr. A. Wood; and Stanley, cutter, 17 tons, Mr. Gibbons. They started by signal at 1h. 8m. p.m., with a fine breeze from the S. to S.S.E., and after executing a few manœuvres given from the flagship the fleet formed one line astern of her. Each yacht flying her number, indicating her name, from *Hunt's Universal List*, they proceeded at a good pace to the westward, leaving the screw yacht—partially assisted by her sails—far astern. In the Rock Channel, after passing the Leasowe Castle, the Commodore hoisted the signal, (Make all possible sail,) which was quickly responded to. The Ierne, Snipe, Gurnet, and Queen appeared as if they were sailing in a match. The wind was fresh, with smooth sea, being on the weather shore. The Ierne and Snipe held prominent positions. The noble Speranza seemed held back to keep the position assigned to her, but when the signal was given to make the best way to the rendezvous she soon established herself with a considerable and gradually increased speed. The varying outlines of the mountains of Wales were beautifully distinct under the lee of the land, and the bold headland of the Great Ormshead. The yachts came into a calm, and, all clustering together, and being passed by the screw yacht Nora Creina the race may be said to have commenced again. Down topeails and shift balloon for small working jibs, was the order, which was as promptly obeyed as given. As the yachts had now to beat to windward for the Menai Straits, a really fine contest ensued between them, but in favour of the smaller craft, the narrow entrance of the far-famed strait not enabling the larger craft to show their power. The pier at Beaumaris was passed at 7h. 25m. 7s. by the Nora Creina. On arriving she was most promptly decorated with flags, and saluted each yacht on arriving. The Surprise, the last yacht, was sailed by an amateur crew, having no master and but one A.B. sailor on board. The cruise was very satisfactory, and was much enjoyed by the company on board each of the yachts.

THE LOG OF THE SCHOONER GLEAM.

The schooner Gleam, belonging to Mr. G. Marshall, under the command of Mr. C. J. Mathews, sailed from England for the Mediterranean on the 25th of October last, and after a favourable passage across the Bay arrived at Gibraltar on Nov. 2. Thence the yacht proceeded to Marseilles and Cannes, at which latter place the owner and his family, who came overland, embarked, and sailed for Nice; thence called at the following ports: Genoa, Specchia, the Island of Elba, Syracuse, and Malta, remaining at each place some few days, according to circumstances, to enable them to inspect the points of interest in their respective localities. From Malta they proceeded to Alexandria, where Mr. Marshall and his family disembarked, and visited the Nile, and made a tour to every place and monument of interest in Egypt, the yacht remaining at Alexandria nine weeks during their absence. On April 1st, they re-embarked, and after an excellent passage of five days again arrived at Malta. After a further stay at this island they sailed for Messina and Palermo, in the island of Sicily. Thence crossed over to the island of Corsica, called at Bastia, and on May 8th, returned to Marseilles, at which port the owner and his family landed, and proceeded to England by the overland route, the yacht taking her departure for Cowes. Upon leaving the Straits they experienced variable winds, chiefly from the northward, and continued on their course for about 140 miles to the westward, until they fell in with the westerly winds; they then shaped their course for the British Channel, and carried the breeze with pleasant weather to their next landfall, the Start Point, which they made in eleven days from Gibraltar, and on Saturday evening, May 27th, anchored in Cowes Roads.

OPENING TRIP OF THE ROYAL LONDON YACHT CLUB.

The trip of the above club took place on Saturday afternoon, the 13th May. The place of rendezvous was Erith, where were assembled the Commodore's Violet, the Vice-Commodore's Stella, the Will o' the Wisp, Queen, Santry, Water Sprite, Ethel, Octofoon, Haidee, Jessica, Dudu, Zuleika, Eva, Dione, Patsey, and Zayda. The wind was W.S.W., and having sailed down to Greenhithe they turned up to Crossness Point, and finished at Erith. The dinner at the Pier Hotel took place shortly afterwards, upwards of fifty gentlemen sitting down. It was presided over by Mr. Arcdeckne, the Commodore, who after the usual and loyal patriotic toasts gave "Prosperity to the Royal London Yacht Club." In the course of a very humorous address he said that there were doubtless many present when the club was not quite so large as it had of late become, and whom he was

sure rejoiced at its advancement. He considered it a very large and important institution, now in a most prosperous and flourishing condition. It could number upon its list a hundred yachts, it had plenty of funds, and its members were a jolly, amiable, and gentlemanly set of fellows, amongst whom the kindest feeling prevailed; and he felt proud to see so many yachts under way at their opening that day, and so many gentlemen present at that moment. He felt proud of the present high position of the club, and had no doubt that it would still further progress in character and importance.

Mr. Edwards (Vice-Commodore) proposed "The Yacht Clubs of the United Kingdom," and alluded to the fact that one of the matches of the R.L.Y.C. had been thrown open to them this season, and the club would feel much pleasure in giving a hearty welcome to all comers.

Mr. A. Crossley (vice-chairman) proposed the health of the Commodore, observing in his opening that very little was required from him to render the toast acceptable to all present. He was a well-known and tried friend of the club. He had for many years been their Commodore, and the club had prospered considerably under his flag. The reception he had given every one on board his splendid yacht that day must have been most gratifying to all who were there, and he was at all times most happy to see him so well supported by the other officers of the club, and by the members, who looked up to him with the greatest respect. His generosity and good feeling were well known, and he was sure those present would cordially join in drinking his health.

The Commodore replied that he could hardly sufficiently thank them for the kind manner in which the toast had been proposed and received. He could only say that he should always be most happy to be of any assistance to the club in his power, and he hoped that as many yacht owners as possible would come with him on Saturday to Sheerness, where the squadron would dip their flags to the Admiral.

Mr. Gladstone proposed "The health of Mr. E. W. Edwards, the Vice-Commodore," who had applied himself so kindly to promote the best interests of the club—who had again and again placed his beautiful screw yacht Stella at their service, and whose hearty and cordial reception of all on board indicated the utmost generosity and hospitality.

Mr. Edwards replied by stating that it afforded him much pleasure to be of any assistance to the Club. Both his time and means were very much at the disposal of the club, and it was most gratifying to him to find that his endeavours to promote the interests of the club had been so kindly appreciated.

The toasts of "The Rear Commodore," "the Treasurer and officers," "The Secretary," and "The Visitors" followed.

PRINCE ALFRED YACHT CLUB OPENING CRUISE.

In humble imitation of the Royal Irish, this club assembled its vessels

and members, under command of its Commodore, on Saturday, May 20th, to commence the yachting season by a cruise in the Bay under signal ; and if lovely weather, a good attendance of yachts, and an earnest desire on the part of all engaged to do their best, and to make the day pass off pleasantly, could ensure success, the meeting was bound to be so. The day was as fine as the one which the Royal Irish were favoured with, but with more wind, and exactly at 3h. 30m., the Commodore (Mr. Scovell) got his fine cutter, the Enid, 57 tons, under weigh, having No. 204 of Commodores Ackers' signals at his topmast head, but with the preparation flag at his peak, to show that the signal was not to be obeyed until the flag was hauled down. As soon as the Enid fell off on the starboard tack down it came, and all around became bustle and excitement. The Vice and Rear-Commodore quickly followed her, and here we may remark, in passing, that in no yacht club in the world are the flags carried in three finer specimens of the clipper racing cutter than are the Enid, Xema, and Secret, all beautiful vessels of their class, and kept in most creditable order. The Commodore stood off on an easy bowline towards the mouth of the harbour, and when clear of the piers bore away to leeward, but with his fore-sheet close up, to enable his flock to "take their stations astern according to tonnage." The signal now shown, was soon obeyed by the Xema, Secret, Echo, Luna, and Banba cutters, and by Lalla Rookh, Belle, and Nova Ross schooners, all with the red burgee with a foul anchor, in yellow, on the fly, which marks the Prince Alfred Yacht Club, and by the Foam, Storm, Kelpie, and Petrel, cutters, belonging to the Royal Irish, who kindly joined in with the yachts of the club. After showing No. 49, and leading his followers about for some time, and making them haul their wind together, and in succession gybing their booms, and other manœuvres, which were all skilfully executed, and in due order, No. 91 formed them in line abreast of the Commodore, on his starboard hand, with their fore-sheets windward, whence No. 250, "Let draw and stand on under easy sail," showed them well off to the numerous spectators on the pier wall. When well in line, all with jib-headed topsails set, except Luna, and a fresh breeze blowing, a blue Peter over numerals sent them off helter-skelter towards the Kish Lightship, distant some seven miles, and requiring a very close haul to fetch it. Xema, Echo, Secret, Foam, and Luna, immediately went wickedly at each other, remembering the match on the 22nd, and desiring a slight taste of each other's quality beforehand, while the Lalla Rookh and Belle falling to leeward of the cutters had a private match on their own account. Xema seemed to lead the cutters a little, but the struggle was most equal, and vigorously sustained, while the Commodore, with a blue pendant with white ball, hoisted as a signal that his movements were to be for the present disregarded, cruised about between the lines, and afforded his lady passengers a capital view, and occasionally whipped up the laggards with 147 "Yachts astern, make all possible sail," which had the effect of awakening the Luna, and bringing her gaff-topeail out of the sail room. This went on,

until they were near the South Burford buoy, when the sea fog began to roll down, and the Kish fired a signal gun to direct the Mais steamer, and the Commodore, fearing to be caught out with only four beds for ten persons, made signal 38, "to close round her;" this was promptly obeyed, and all passed under the stern of this noble cutter as she lay hove to, and made her due obeisance with their ensigns and burgees. When all were in a lump up went blue Petrel over 2,816, "Home," when away they all went in a cluster before the wind, the Commodore following, and picking up one after the other. The wind got light, and Xena, Echo, and Secret went away and led into harbour, so making, however, a virtue of necessity, at 5h. 45m. The dismiss was hoisted, when all went to their moorings, highly pleased with the day's performance, which we hope will soon be repeated, as a fleet day is far more interesting, as well as more instructive, than vessels dawdling about by themselves.

P.A.Y.

ROYAL NORTHERN YACHT CLUB.

MAY 18th, 19th, and 20th.—On Thursday morning the yachts of the Royal Northern Yacht Club, mustered in Gourock Bay for their opening cruise. The assemblage of yachts was pretty fair, when we take into consideration that large numbers had been sold during the winter, and that some had gone to the English waters to contest in the opening races. The fleet in connection with this club consists at present of 63 vessels, viz.:—5 screw steamers, 22 schooners, 7 yawls, and 29 cutters, in addition to several yachts in course of building. About half-past eleven the Commodore, Mr. Jas. Smith, of Jordanhill, proceeded on board the club yacht *Aeolus*, and hoisted his flag. The *Aeolus* weighed anchor shortly after, and followed closely by the other yachts ran up the river till opposite Greenock, rounded Her Majesty's ship *Lion*, which dipped her ensign as each of the yachts passed, and then proceeded down the river with the signal hoisted of "Proceed to Lamlash." When passing down the channel Rear-Commodore Morrison took the command, in consequence of Commodore Smith being under the necessity of leaving. The beating down was really a magnificent sight, as each tried to gain the lead; but the *Mosquito*, under the able seamanship of Captain Walker, carried off the palm of victory. Immediately on rounding the Lion she lay to till all the yachts had passed, then she crept gradually up, passing several of them. Being now close to the Cloch shore she tacked, and catching the wind ran across to Innellan, and by this gained the front of the fleet. The wind being right ahead it was near three o'clock before Toward Point was reached, then they made for Rothesay Bay, the Commodore having altered his course, thinking that Lamlash could not be reached that night. After lying in Rothesay Bay for a short time the fleet hoisted sail and made for Blackfearn Bay in the Kyles of Bute, where they came to

anchor for the night. Friday morning broke out miserably wet and stormy, wind S.W., therefore it was considered expedient to bring up. In the morning the yachts made for Loch Fyne, along which they proceeded pleasantly enough, though rather slowly. Towards the latter part of the day the yachts, one by one, dropped off and made for their quarters.

ROYAL THAMES YACHT CLUB.

The opening trip and dinner took place on 27th May, the rendezvous being off the Union Yacht Club House, Gravesend, thence a cruise under the orders of the Commodore (Lord Alfred Paget, M.P.), who hoisted his broad pennant on the Xanthe, a handsome clipper yawl of 135 tons, recently constructed and launched from the yard of Messrs. Harvey of Wivenhoe. A large fleet of yachts belonging to members of the club accompanied the Xanthe, the cruise being as far as Coal House Point, with a turn up to Greenwich and back to Gravesend. The following vessels hoisted the blue burgee, and sailed in company viz:—The schooner Czarina, 210 tons, J. S. Virtue; Circe, 128 tons, G. Harrison; Albatross, 110 tons, Capt. Roberts and Tetley; Fleur de Lys, 75 tons, H. W. Birch; Blue Bell, 84 tons, F. Edwards; Clytie, 64 tons, Capt. Clarkson; the cutter Marina 66 tons, J. C. Morice, (just returned from Boulogne); Volante, 60 tons, H. C. Maudslay; Christabel, 51 tons, A. C. Kennard; Audax, 62 tons, J. H. Johnson; Night Thought, 61 tons, J. D. Lee; Vindex, 45 tons, A. Duncan; Glance, 36 tons, E. Johnson; Iris, 20 tons, R. Freer; Dudu, 15 tons, Capts. Baldock and Rudge; the Queen, 15 tons, Capt. Whitbread; and the screw schooners Meteor, 190 tons, T. Brassey, jun.; the Stella, 218 tons, E. W. Edwards; and others.

The dinner took place at the Union Yacht Club House, Gravesend, soon after six o'clock, some fifty members and friends having assembled, presided over by Lord A. Paget, M.P., the Commodore.

After the removal of the cloth the Commodore gave the usual loyal and patriotic toasts, observing in the course of that of "The Prince of Wales," that he believed he might say His Royal Highness intended them the honor of hoisting their colours, and that the club would be proud of his name. The Commodore then proposed "Prosperity to the Royal Thames Yacht Club." He observed that when they came down upon their opening trip it had never been their rule to make long speeches, and he did not intend to commence a practice of that sort on the present occasion, as many present might want to go to town by early train, and others to go on board their yachts. Therefore what he had to say would be as short and sweet as possible. There was at the same time one toast to which he was sure they would drain their glasses with much pleasure, which was "Prosperity to the Royal Thames Yacht Club." He was proud to say that he had the honor of being connected with it for five-and-twenty years. He remembered his

early days with them with much pleasure, and had made many most agreeable acquaintances in it. When he first joined it it could not muster at the most above 25 yachts, and about 150 or 200 members, but although it was only a small community they had some very happy days and stiff sailing yachts. In members and yachts from that to the present it gradually increased until the club had arrived at an unprecedented amount of prosperity. It now can boast of 930 members, and about 250 yachts constituting something like 15,000 tons. Of this advancement and of this position he was sure all must be proud, and if they went on as they had done it would be difficult to measure the extent of their prosperity hereafter, and whatever little differences might arise in the club he hoped to see it settle down again into the united happy family, the most large and prosperous happy family in the world. He had himself endeavoured to contribute largely to the number of members, and hoped yet still to add to its list. Before he sat down he begged on the part of the club to express their thanks to the committee of the Union Yacht Club House, and especially to Capt. Rudge for the courtesy, comfort, and attention they had met with on the present occasion.

Capt. Rudge returned thanks, expressing the pleasure he felt in his lordship's expression of satisfaction.

Mr. J. C. Morice said that they had drunk "Success to the Royal Thames Yacht Club," supposing it to be the toast of the evening, but he was sure the one he had to propose was of no less importance. What would the Royal Royal Thames Yacht Club be without its Commodore? He had only to refer members to their list, and to their banker's account for information of what he had been to them. It had become the most influential and richest club in the world, and each succeeding list showed that their noble Commodore had exerted himself most advantageously for them. He wished his lordship long life and success, and that he might long carry the proud pennant of the Royal Thames Yacht Club.

Lord Alfred Paget replied that he thanked the gentlemen present most sincerely for the kind compliments they had on that and many other occasions paid him. It was most gratifying to be placed at the head of a large and influential body of gentlemen like those composing the Royal Thames Yacht Club, and again and again to receive renewed and kindly expressions of their feelings towards him, and a man in his position must be most insensible if he did not feel and duly appreciate the honour so conferred. After repeating his thanks for the honour done him, his lordship jocosely observed that since he had been in the club he had fourteen yachts and thirteen children, and begged to assure his auditory that each should be the last.

Colonel Thomson proposed "The Health of Lord de Ros, the Vice-Commodore," and said he had much pleasure in the task which he had, however, expected would have been performed by some gentleman at the upper

table. He did not think it would need the exercise of many words of his to win their esteem for the toast or object of it. He never spoke of any man except as he found him, and from the little intercourse he had had with the noble Vice-Commodore acting behind the scenes, all he could say was, that if they had amongst them commonly the business-like views he possessed they would be fortunate indeed.

Lord Alfred Paget returned thanks for Lord de Ros in his absence. When invited to come to the dinner he had declined, expressing at the same time his earnest desire to be of any service to the club. He would be happy to do anything for its welfare in the yachting details, and his value must have been duly appreciated in the important service he rendered to the club in the labour and pains he bestowed on the arrangement of the fleet for the great ocean match last season.

Mr. A. Wilkineon, in proposing "The Yacht Clubs of the United Kingdom," said that there was room enough for all without interfering with one another, and the feeling of Englishmen was a desire to see them all prosper.

Mr. J. C. Morice having returned thanks,

Lord Alfred Paget proposed "The Health of Captain Grant, the Secretary." He said he was glad to propose the health of one who had done so much for the club, and so zealously performed his duties.

Captain Grant replied that he never expected to be called upon that evening to return thanks for the kindly-expressed sentiments of the Commodore, which he believed came with sincerity of heart. He had always endeavoured to merit the approval of every one, and was only too sorry when concord did not reign. It reminded him of a few words of Horace—
“Sunt quos curriculo pulverem ‘Tamesen juvat,’” and he always regretted, when the dust was raised, as disturbing the harmony of a great club, destined, he firmly believed, to be still greater and more prosperous, provided unanimity prevailed. He returned his sincere thanks to the Commodore and members for drinking his health.

The conviviality of the evening was promoted by the excellent glees of Messrs. Lewis, Thomas, Donald King, Montem Smith, and Thos. Baxter, the vocalists engaged. The party broke up about eleven, when several availed themselves of the "special" to return to town, whilst others remained for a cruise on the following day.

ROYAL CORK YACHT CLUB.

PRECISELY at twelve o'clock on Thursday, May 8th, Sampson French, as Admiral of the day, hoisted his flag on board his cutter, Calypso, 20 tons. The other yachts at the station were:—Nautilus, 40 tons, H. Hardy; Aileen, 40 tons, J. Lambkin; Fawn, 14 tons, T. R. Holmes; Frisk, 14 tons, A. Lawe; Cymba, 55 tons, E. Burke; Gertrude, 70 tons, M. Hayes; Enone, 15 tons, J. Corbett. When the yachts got under weigh the

Admiral signalled to tack for Barry's Head, a distance of about ten miles, which they soon reached, favoured by a strong ebb tide and a fresh breeze. Her Majesty the Queen has been graciously pleased to give a hundred guinea cup, to be sailed for at the Cork Harbour Regatta, which will take place on the 26th of July. There is every reason to expect that the coming regatta will be most successful and will afford the same amusement and recreation to the public at large as on all former occasions. Seldom before has the subscription list been more warmly responded to.

PRINCE ALFRED'S NEW BOAT.

A very beautiful little craft has just been built for the especial use of His Royal Highness Prince Alfred, by the Messrs. Searle and Son, boatbuilders to Her Majesty and the Prince of Wales. It is a four-oared gig, 35 feet long, the breadth of beam being 3 feet 8 inches, and the depth about 19 inches. The boat is built of fir and mahogany, the exterior being painted a deep ultra-marine blue colour, with a gold line running from stem to stern. On each bow of the spruce little craft the words "Queen Victoria" are painted in gold letters on a blue riband, terminating with scroll ornaments, the name of the boat having been chosen by His Royal Highness. The rudder, as well as the blades of the oars and sculls (of which there are double sets), are painted blue, and decorated with the prince's coronet. The fittings comprise a cane and morocco easy chair; a dark blue carpet with orange and red flowers, the House of Lords pattern; sets of feeders and lashings; rudder yokes of thick knotted blue silk, and other adjuncts. By an ingenious contrivance the boat can be rowed with four pairs of sculls, false rowlocks having been cut in the gunwale, which, when not in use, can be closed with chocks made to fit the openings. The stern of the gig is provided with a white varnished flagstaff, from which the Prince will fly the St. George's ensign, while the bow of the vessel will be decorated with the Union Jack. There are two sets of flags—one worked in rich silk, and the other composed of ordinary bunting, the gig is completed and will be immediately forwarded to His Royal Highness at Bonn, where the Queen Victoria will soon float (if no accident befalls the craft in its transport) upon the waters of the Rhine, for which river it has been expressly constructed by the Messrs. Searle. In every respect the boat and its fittings are as much as possible similar to those of the royal navy.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Mersey Yacht Club.—The opening dinner of the season connected with the monthly meeting at the marine station Rock Ferry Hotel, took

place on Monday the 8th May. A very excellent repast was provided by the host and hostess, and a number of the members and their friends sat down on the occasion; the Rear-Commodore presided. The hon. secretary placed business matters before the meeting shortly after eight a.m., when a ballot took place and several members and yacht owners were elected. The opening cruise was fixed to proceed to Beaumaris, wind and weather permitting, on Friday, the 26th May. A committee of officers were appointed to fix upon and carry out the annual public dinner, to which his worship the Mayor, public officials, and naval authorities of the port will be invited to attend. The sailing matches take place on the 5th and 6th days of July, for the various classes of yachts.

Royal Western Yacht Club of Ireland.—H.R.H. the Prince of Wales has presented the club with a cup to be sailed for at the annual regatta at Queenstown, on the 27th of June next. The following members have been added to the club, viz., the Right Hon. Lord Berners, Keythrop Hall, Leicester, Galatea, schooner, 143 tons; Samuel Harwood, De Warren House, Northfleet, Surprise, cutter, 8 tons.; Richard R. Brash, College View, Cork; J. Delamark Banks, Carlton Hill, London, Emily, schooner, 63 tons; and Joseph Mather, Beech Grove, Newcastle-on-Tyne, Gipsy, schooner, 214 tons. John Nolan Ferroll, United Service Club, Dublin, Red Gauntlet, schooner, 148 tons, has been elected Vice-Commodore, and John Hurley, Clancoule, Bandon, Mystery, cutter, 27 tons, Rear-Commodore.

Ranelagh Yacht Club.—The monthly meeting of the above club was held on May 10 at the Pier Hotel Chelsea, the chair being taken by Mr. A. Chaplin, Rear-Commodore. The minutes of the previous meeting having been read and confirmed, Messrs. Albert Milstead and F. Stuart, were elected members. Mr. Lenthall, the Treasurer, then read the report of the sailing committee, observing that much pains had been taken to prevent the fixtures of the forthcoming season clashing with those of any other club. It was proposed that the opening trip should take place on Saturday the 27th of May. Yachts to assemble at Greenwich at 2h. 30m. p.m., and proceed in company to Erith. The club dinner to take place at the Crown Hotel, at 5h. 30m. The first match of the season to be sailed on Saturday, July 1st, from the Chapman Head and back, and a steamboat accompanying the race to start from Hungerford-pier at 9h. 30m., calling at London Bridge. The second match to take place on Saturday, July 22nd, over the old course, from Battersea to Putney Bridge and back, twice round; and as owing to the construction of the railway bridge, it had been long since a race had been sailed over this course, he hoped it would give it an additional zest. In the first match the prizes would be value £12 for the first boat, and £6 for the second; if only three boats went the second prize to be withheld, under three no match. The yachts in both races to be started from buoys. A steamboat to be provided for the second match.

REGATTAS AND MATCHES.

- June 17.—Royal London Yacht Club—Lower Hope to Harwich.
 19.—Royal Thames Yacht Club—Schooner Match; also Sir G. East's and Capt. Lovett's Prizes; Gravesend to Mouse and back.
 20.—Royal London Yacht Club Match, re-sailed.
 21.—Royal Thames Yacht Club—Channel Match, Gravesend to Ryde.
 27.—Royal Western Yacht Club, Ireland—Regatta at Queenstown.
 28.—Royal Harwich.
- July 1.—Ranelagh to Chapman.
 3.—Royal London Yacht Club—Sailing Match, 2nd and 3rd Classes Erith to the Nore and back.
 4.—Royal Thames Yacht Club—Sailing Match, 3rd and 4th Classes, Erith to Nore and back.
 5.—Royal Mersey Yacht Club—Regatta.
 5.—Royal Thames Yacht Club—Corinthian Cup, Gravesend to Nore and back.
 6.—Norfolk and Suffolk Yacht Club—Regatta at Wroxham.
 11.—West Hartlepool.
 18.—Prince of Wales to Chapman.
 19.—Royal Dee.
 22.—Ranelagh-Battersea.
 31.—Bray Regatta.
- Aug. 1.—Royal Squadron—H. M. Cup.
 1—Southampton Regatta.
 2—Royal Irish Yacht Club—At Kingstown, and following day.
 3.—Royal Squadron—Handicap.
 3—Royal London Yacht Club—Sailing Match, 3rd and 4th Classes, Erith to the Nore and back.
 4.—Royal Squadron—Cutter Match.
 8—Norfolk and Suffolk Yacht Club—Regatta at Oulton.
 8—Royal Victoria Yacht Club—Ryde Cup.
 9—Royal Victoria Yacht Club—First Schooner and Cutter Match.
 9.—Royal Dee—Chester.
 10—Royal Victoria Yacht Club—Second Schooner and Cutter Match.
 10.—Brighton.
 12.—Royal Northern Yacht Club—Regatta on the Clyde.
 12 & 13.—Prince Alfred Yacht Club—Matches.
 14—Royal Victoria Yacht Club—Third Schooner and Cutter Match.
 14.—Clyde Yacht Club—Regatta at Helensburgh.
 14.—Royal Welsh.
 15.—Southsea and Portsmouth.
 17—Royal Victoria Yacht Club—Messrs. Broadwood and Morris, Prizes.
 18.—Royal Victoria Yacht Club—Commodore's Cup.
 25.—Folkestone.
 25 & 26.—Royal Cork Yacht Club—Regatta.
 26 & 27.—Royal Yorkshire Yacht Club—Regatta.
 28.—Temple.
 30.—Dover.

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HUNT'S YACHTING MAGAZINE.

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THE CRUISE OF THE CUTTER BREEZE IN CANADIAN WATERS.*

CHAPTER V.

AUGUST 11th.—All hands on deck at seven a.m., tumbled overboard and swam about, then breakfast and a pipe, weighed anchor at 9h. 30m. With a slashing breeze out of the south, we ran through the smooth bays, and were fairly in the lake by 10h. 30m. Then commenced a long beat of twelve miles dead to windward, with a nice little sea running straight before the wind; our object was to get between the rocky group known as the Scotch Bonnet and Nicholas Island, so that we might bear away round Prince Edward and get into South Bay on its eastern coast by night. This group, is twelve miles south-east of Presqu' Isle Light.

At last we got fairly clear of them and changed our course for E.S.E.; at about five o'clock we were nearly off Long Point, the wind was steady and there was nothing to do, all at once the sky clouded over to the south-west. We watched it earnestly and it soon became evident that a pretty heavy squall was coming up, we took in the jib and double reefed the mainsail, one squall passed astern of us towards the north-east; after a very short consultation the mainsail was lowered and hurriedly stopped, then the wind fell

* Continued from p. 256.

nearly calm. All the sky was dark with a strange blue tint over it; first drifted above us a long line of pale grey clouds with broken streaming edges, then out of the south-west burst three flashes of lightning flooding the whole sky with intense brilliancy; while our eyes were still dazzled with the glare of the last, the squall burst over us, a sudden violent gust of wind, then steady hard blow with thick streaming rain. We knew well enough that coats were useless, and met it in shirts and trousers only, barefooted too; it deluged us at once, the wind was so violent that we could not keep our faces to it, the dark lake changed to a pale grey with the crests of the waves marked in broad lines of dull blue. Everything on board was snug and fast, Burrell at the helm; we drove through the water under our foresail sheeted down close, at a grand pace, we made a stout rope fast to the dinghy and paid out some five or six fathoms that she might be clear of our counter, harder and harder it blew, and still we drove before it. A large schooner away to the southward caught it hot and heavy. She let go everything but the fore-staysail with a run and kept the same course as ourselves.

Presently the sea got up, following us at first in short broken waves, which by degrees grew into long regular masses of dull green water, like billows at sea. The dinghy was terribly tossed about, at last a wave slewed her on one side, the painter slackened, then tautened suddenly, the staple was torn out and our poor little boat was left alone on the wild sea to shift for herself. The first fury of the squall was now spent, but it still blew a gale and the sea grew heavier. From north, south, and east the lightning flashed incessantly; overhead the thunder crashed at short intervals. All the sky was black except one very beautiful break to the westward: a clear space amongst the clouds, orange golden over the blue trees of Prince Edward, reddening upwards to the bright edges of the storm rack, beneath which the broad shield of the sun floated in a narrow space of pure white light: over against this stretched the full arch of a perfect double rainbow.

The sun set and darkness came on apace, again the wind got up we sighted the Duck's Light. Then our course was altered, and became necessary to set the mainsail; we close reefed it. I had to lay out on the boom to clear the reef pennant which had fouled the cringle, and failing to effect this I got a stop and lashed the sail to the spar: the operation reduced me to a state of sea sickness! Hence we met the cross sea from the Bay of Quinté, and pretty heavy

was : the boat behaved admirably, not a drop of water but rain or spray came aboard ; like a cork she rode over the great waves that came rolling up astern threatening to overwhelm us. Once or twice big schooners appeared suddenly out of the darkness, one showed no light but just stood across our bows and vanished to the northward : as we got more under the lee of the land the sea went down. Wet, tired, and sick I turned in and slept till half-past two, we then anchored at Kingston ; and ham, biscuits and whisky were going round. I partook slightly and slept again.

The squall was heavy on the lake, the steamer from Toronto unable to make Cobourg ran on to Kingston. The Banshee from Kingston put back with her bulwarks carried away. Off Port Hope the Rivet lost her mast and with difficulty got into Cobourg half full of water.

August 12th.—Rose at six,—as we were anchored in mid-stream and had no dinghy, we got up the foresail and dropped alongside Holcomb's Wharf : bathing and toilette, collected a lot of loafers who peered into the cabin while we were at breakfast. The commodore went with D—— to buy a boat for a dinghy, and we got up sail. A little further up near the bridge was the wharf belonging to the Léle du Pont barracks which are occupied by the 47th regt. We moved alongside of this and remained there all the time we were in Kingston. The officers of the 47th were very civil, gave us the use of their rooms and made us feel quite at home with them. As soon as we had dressed decently we called on the Royal Artillery mess and accepted an invitation to dinner there in the evening : I loafed about the town and called on the Kirkpatricks. Kingston is a solid, quiet, irregular place, like an English country town. The scenery round is pretty, and the number of islands in the river form a great contrast to the wide open lake outside the other harbours we visited. We had a jolly little dinner in the evening : I was so tired out that I fell asleep soon after mess and only woke when the rest of our party were saying farewell.

August 13th.—Up at seven, after breakfast, logging up and letter writing ; sailed in the afternoon towards Bateau channel, the entrance to which I sketched, also Cedar Island ; the other side of the citadel from the town I got a sketch of part of Kingston too, showing the bridge to the citadel and two of the Martello towers, which form part of the defences of the place. We tried trolling but caught nothing.

K— and R— were on board, but the commodore had been obliged to go to Toronto on business and did not return till the 15th. In the evening H—, D—, and I dined with the 47th.

August 14th.—W— left at six : breakfast at nine, lunch with the 47th, and sail with two of them afterwards. It was very squally so we went above bridge into the river Cataruagui, we got under the lee of the island and bathed. No sooner did we show our noses beyond it than the wind caught us again and we went before it some two miles further, then we anchored and waited till it moderated a little ; the boat was very fast and we beat up rapidly enough, but the weeds were so thick that at every tack we had to raise the centre-board to disengage the weeds collected on it. We met one squall, but by anchoring and lowering away promptly lost no ground, and only got wet through in less than a minute. I dined with the 47th that night also.

August 15th.—The commodore returned early in the morning : after breakfast we did shopping, fishing tackle dear and bad ; the commodore bought a capital stove which was put up in the forecastle. I took the office of cook for that day. At 9h. 15m., having decided that Kingston was played out we got under weigh. The town looked very pretty with its domed market-place and many spires : we passed the handsome lunatic asylum and the prison, which are well situated on the heights to the west of the town. Through the north channel we held our course with light wind and smooth water ; trolling line out too, but without result. On the port side lay Amherst Island, on the starboard the mainland, wooded to the edge of the low cliffs which form the shore, yet well cultivated and settled. Beyond Amherst Island we passed the Brothers, several small rocky islets with a few trees on each, then all hands prepared for dinner : I cooked a luscious steak, others peeled onions, and we opened then the last demi-john of half-and-half. After dinner intense laziness, then work up against a light wind in the dark into Souter Bay ; at eleven o'clock we cast anchor between Wapoos Island and the mainland, then it came on to rain and we turned in.

August 16th.—All hands roused at five a.m., to make sail, as, in the darkness of the previous night, we had berthed too near shore and moreover the sky looked nasty. We ran about a mile to the west and anchored again, just after we had taken in the sails the squall burst upon us, thunder, lightning, wind and rain all at once ;

but there was nothing to do, the boat was watertight, so we didn't care a rap but went quietly to sleep. We breakfasted at nine, after the usual bathe. The pretty little skiff the commodore had procured at Kingston was put into requisition to convey us ashore. We landed on a little point of the mainland. M— and I remained ashore and hunted for worms, but found none; then we turned our attention to fruit, and soon got a quantity of large blackberries. We found strange snakes, and birds' nests, and lots of May apples, (*podyphyllum.*) This is a very strange product of the woods here: it rises from the ground in May, with a single stem, at the top of which is a large leaf formed of several small oval fronds radiating from a common centre: two or three other leaves appear, and about June a white blossom with yellow centre, and a faint sweet smell comes from the main stem between the leaves. In August the seed ripens, in the shape of a yellow ball filled with sweet pulp and small seeds, and about four inches in circumference: the plant is about two feet high.

H— and the commodore trolled all the morning in a very likely looking bay, but only caught one pike, one bass, and one perch. We returned on board at 12h. 30m., and found two natives of Wapoos come to inspect us. Their conversational powers had been blighted in youth, and had never recovered. At 2h. we lunched: made a salad of potted lobster, cucumber, onions, and tomatoes; also finished the last demi-john of half-and-half, a fact which produced the following elegiac stanzas:—

TO THE JAR.

O fair round jar so true and tried!
That erst hast been so full inside,
Useless the cork now guards thy head—
Thy corpse is left, thy spirit fled.
The last of many a noble jar,
Whose memory now glows like a star
That rises o'er the desert past,
With brown stout halo—dim and far,
Of that great galaxy the Last—
They came—they vanished all too fast!
Thou wert uncorked with hand profuse
What time we lay off Green Wapoos;
The skies o'erhead were dull and grey
And wild the storm on broad South Bay,
And one by one thy mates, laid low
Yielded their life-blood's genial flow
Far on the blue Ontario.

TO THE CONTENTS THEREOF.

Type of the holy Marriage rite,
Two liquors in thee mingled bright;
The brown and sturdy stout, the male,
The bride bewitching, clear and pale—
And most "golumshous"—beady ale—
In perfect union these did meet
And formed a tipple all complete;
Good to wash down the tasty cheese,
With pleasant onion sure to please,
Rare products of the graceful hop
How ye embellished mutton chop!
Bologna sausage, found in thee
A powerful auxiliary.
Thy froth from well pleased lips we wipe
What time we smoke the soothing pipe.
O half and half, relapsed at last
Into the unforgotten past!
May all thy tribe for me increase!
Beloved liquor! rest in peace !

After lunch rain and sleep—consequently small appetite for dinner, and restlessness afterwards. This found vent in an expedition to Wapoos Island, H— and D— rowed me across to a farm-house, where we were affably received by the old farmer and his better half. We bought chickens, eggs, and milk from him, and had a long talk. Some heavy smoke we had noticed near Presqu' Isle when on our way thence, to Kingston, and again as we were coming in to Wapoos; he accounted for by telling us of a cedar swamp which had caught fire some three weeks before and was still blazing. The tract of marsh and swamp extended for miles. A thousand dollars worth of timber besides several barns and a few horses had been destroyed. Then he talked of himself—how he had emigrated very young to Canada, and what a good country it was; how the last wolf on the island migrated to the mainland seventeen years ago; how they caught huge sturgeon in the bay, and that it was sometimes called Eel Bay from the number of those fish in it. How there was no church near enough to go to, and a clergyman had not been on the island for many a long year. So the old man talked on and the g^d wife went outside and wrung the necks of some unhappy fowl, sⁱ; d the daughters came tiptoeing and rustling down stairs and pushing the door ajar to get a peep at us, and fled affrighted when we turned our heads. Then it was time to return to the ship. It blew free of the

sea was rough, and it was some time before we could make out the ship's lights. H— and D— gave way with a will, and we soon reached her. Having read all our books, we turned in at nine.

Aug. 17th.—Turn out at five. The deck was covered with a light white frost: a short angry sea was rolling in from the lake, and the wind pretty fresh; however we made sail and got outside: here we found the wind dead ahead, and the sea so heavy that it was useless to beat against it. Accordingly we returned to our pristine diggings, bathe and breakfast. H— was anxious to write home in time to catch the mail, so he and I got M— to set us ashore about nine, and we started to walk to Milford, where we were informed was the nearest post-office. Having obtained directions from an old man working in a field, we got on the high road, and for two or three miles had a very pretty walk to Maryborough. The high way wound along the foot of a low hill covered with wood, except where a clearing round a cottage or pretentious farm house in the Italian villa style, broke in on their cool green solitude. On the other side low fields of corn or buckwheat alternated with pleasant pasture lands sloping down to the lake. A little way before reaching Maryborough the road turned to the right at the mouth of the Black River, on the other side of which was a very pretty woodland bluff. Then we followed the course of the stream till we came to a small village having a pretty rustic bridge, a few houses half buried in trees, and a schooner nearly ready for launching. This was Maryborough.

Here we had the option of two roads to Milford,—the upper and lower; choosing the first we ascended a hill, getting divers glimpses of the lake, village, and winding river between the trees, and continued our walk along the crest of the hill which formed one side of the Black River valley. The road was nearly parallel to the stream which curved about beneath the trees, now in still deep pools, now in rippling gleaming shallows almost at our feet.

Three or four miles from Maryborough we came upon Milford, decidedly a "one-horse place." Two taverns, neither of which kept beer, a forge, and a dry goods store, where was the post-office: the man thereof being interrogated about the mails said, "There was one a week I know, because the excise-officer at Maryborough posted his letters once a week, but what day it went on, could not say."

After one or two unsuccessful attempts we procured a buggy and good little mare from the blacksmith, and drove six miles on to Picton,—the chief town of Prince Edward county. The road was good

and the country pretty and undulating, dotted throughout with neat farm-houses and log huts. In one wood we passed a maple turned scarlet by the frost of the night before. I wondered whether the leaves felt the change in them at night, and thought if not, how deucedly surprised each one must be when he got up in the morning and found his neighbours red and yellow instead of sober accustomed green.

We halted on the top of a hill just above Picton, on the left the river hid under the foliage in the depth of the valley, and a bold bluff, covered with trees ended abruptly the range beginniug at Maryborough. Right ahead in the lowland Picton with its gleaming roofs and many churches stood, relieved against the dark hill-side; and on the right a blue arm of the Bay of Quinté lifted masts and white sails in the midst of an inland landscape. Picton with a population of two or three thousand, contents itself with one long street, but it has a couple of excellent hotels, and some capital shops. We put up at the Globe, lunched at the farmers' dinner table and had much chat with them ; nearly all old country-men. Then H— wrote his letter, and I strolled forth to do some shopping and inspect the town; bought cheese, matches, light literature and fishing tackle: then drove back to Milford, and gave our brass to a woman who assured us she was "all the same as the blacksmith." On our walk back I stopped to sketch the position of Maryborough. It lies between the lake and the river, and is sheltered by high ground on all sides but one. We reached the ship in time to enjoy a good dinner at seven. During our absence the Commodore and F. D— trolled long but unsuccessfully. We could hear the sturgeon leaping near the ship, but we had no intimation of the presence of any other fish.

(*To be continued*).

THE CLYDE YACHT CLUB.

YACHTS AND YACHTSMEN.

A notable feature in the scenery of the Frith of Clyde is the increasing number of yachts visible round every bay and headland from the passenger steam-boats that traverse our beautiful river. In pleasant weather, all through the summer months, the white sails of "wide-winged" craft may be seen drifting round misty points, or reaching swiftly ahead in some fitful gust ; and on stormy days the same long, low hulls are met cleaving the broken sea. In this rapid extension of our yachting fleet the Clyde Yacht Club has exerted a most recognisable influence. It is to the efforts of this club that the Clyde owes a class of able and swift vessels not formerly known upon our coast ; and it is mainly to the fostering care of this club, and to the enthusiastic members connected with it, that the taste for sailing has so rapidly spread among the citizens of Glasgow.

It is true that the Royal Northern Yacht Club has done honourable service in vindicating the taste, the wealth, and the hardihood of our titled and untitled aristocracy ; but the influence of this club was hardly felt beyond the class who liked to own a floating palace, and who loved to command a crew. To enjoy such luxuries required thousands a year, and those who did not possess such wealth had no chance of joining the Royal Northern. While this club rather tended to limit the taste for yachting, it did little to encourage skill and seamanship among its members. The owner of a yacht who could afford to hire a captain and crew had no need to aid in the navigation of his vessel. To take an occasional turn at the helm, corroborate his captain's notions about the weather and the trim of the craft, smoke cigars and drink champagne, constituted a sufficiently onerous round of duties for a cruise, and those best acquainted with the habits of the "northern" yachtsmen will be able to recognise the portrait. In light winds, yachting under such circumstances becomes extremely wearisome, and in heavy weather extremely unpleasant, and the consequence is that the neighbourhood of a good hotel becomes of more importance than "a good holding ground," or a safe berth. The handling of a boat in a difficult or hazardous position, and the luxury of a little comparative hardship, are unknown to the fine gentlemen who do not know the difference between a "handspike" and a "marlinespike," and might mistake a "spitfire" for a "spanker." And moreover, the size of the vessels belonging to

the Royal Northern Club prevent that personal charge of the craft that brings so much charm with it in the sailing of smaller yachts. If a sail has to be reefed or set up in a yacht of heavy tonnage, the whole crew take it in charge, and neither speed nor tact in the operation are required to ensure the safety of the boat. In a fifty or sixty tonner, the owner may smoke his cigar through the heaviest squall that ever blew, but in an eight or ten ton boat, halyards have to be let go, sheets eased off, a topmast sent down, or a jib shifted with a speed that electrifies all on board. In the larger class of craft no imminent danger need be apprehended unless the mast goes over the side, or the shrouds give way, but in the smaller size of yachts accident is always to be feared if a trained crew is not at hand to do what is wanted in a moment.

It is therefore, among the smaller sized yachts that seamanship is most readily to be learnt, and among the small craft which are chiefly owned by the Clyde Yacht Club that a new class of clever yachtsmen are likely to be nurtured, who have acquired by practice and experience, the coolness, expertness, confidence, and above all, the caution of accomplished sailors. It is not assumed that any land-lubber who sails in a dangerous craft must become a smart seaman ; but to those who have watched the management of the smaller yachts which, for instance, joined the recent opening cruise of the Clyde Yacht Club, the force of the opinion given must be apparent. While the fifty or sixty ton yacht meets a stiff north-wester with a steadiness and solidity that only brings the white line nearer the lip of the lee rail, the eight or ten tonner sends her rail and deck planks under without a word of warning. In the larger yacht the tack is probably hauled up, and if ladies are on board the gaff topsail may be sent down, but in the smaller boat the tack is smartly hauled up, the foresail hauled down, a reef choked down, and a jib shifted. To do all this in a few minutes is smart work for the owner of the yacht and his boy, and very different habits are acquired from those which may be practised when a crew of five or six men are leisurely considering whether it will be needful or not to heave the boat to and take in a reef comfortably. To handle a small craft well in stormy weather is, besides, not to be picked up in a season. In three or four seasons apt scholars will begin to understand their work, and know something of the tides and winds that prevail in our beautiful estuary. It requires long practice to say whether one or two reefs should be choked down from the blackness of the ripple in a north-west squall or the swiftness of the "carry" in a fresh south-wester.

To a raw hand nothing will seem more ridiculous than to shorten sail

in the midst of a dull drizzle, and a dead calm, as soon as a practised eye detects a check of wind in the north-west and a patch for a blue jacket among the scattering clouds. What is exactly meant by a "sick sun" will hardly be fully understood by those anxious for a cruise outside the "Heads" until they have had trial of a "scud" to the Blackfarlane, with the peak of the mainsail alone hauled up, and the bow of the punt coming now and again over the counter in a roaring Niagara. It does take a time to learn that a white cloud in a blue sky is more to be feared in a north-west breeze than a squall of southerly wind, and its usual accompaniment, a hurricane of rain ; and it takes longer than one day's cruise to understand how a small craft may beat a larger one by hugging the weather shore, catching leading squalls off the land, and by avoiding the heavy sea that drifts a light boat to leeward. To the uninitiated there is a smack of boldness in making tack for tack across the whole breadth of the river ; but a long apprenticeship discovers that short reaches under the land work a clever boat to windward while greenhorns are hammering through a heavy sea with a steady but a lighter breeze. In the Clyde the tides are not troublesome, but it is worth knowing how they run when it is advantageous to save them or the reverses, and "a long leg" may be advisedly taken up Loch Long or into Rothesay Bay. And when some notion of sailing a boat has been picked up it is needful to acquire other information of more or less import.

On boarding a yacht the first point which attracts a landsman's taste is the cabin fittings. If the sofas and tables are first-rate articles, if the upholstery has been expensively fitted up, if the painting of the "walls" and the "ceiling" has been dexterously done, the craft is a splendid one, although she may be the veriest tub afloat. In his opinion he is substantially corroborated by his lady friends, who have observed that the crockery was real china and the dish covers silver gilt. It is of no use to point out the bluff bow, the clumsy stern, and the utter unfitness of the boat for going to sea in, to judges who have settled the matter by their admiration for polished mahogany and transparent earthenware. By degrees the yachtsman discovers that a roomy cabin and a fast boat are incompatible, and that those who desire plenty of "head room" must be content to loiter astern. The cabin is indeed the place of least interest to the genuine yachtsman who desires only space enough to stretch his limbs under a jib or tarpaulin, and who would rather crawl like a dog into the cabin on his hands and knees than have the free sweep of the boom checked by a "coach roof" of unsightly proportions. The most genuine test of a landlubber is to

complain of want of cabin room and cabin luxuries, and as a rule the members of the Clyde Club take care on this score not to destroy their nautical reputation. It is, indeed pleasant to find how fondly their conversation runs upon clipper bows and clean "runs," and how the rig of a yacht may afford a lengthened gossip. And while less anxiety is shown to criticise the cabin and deck fittings of a boat, a decided "weakness," manifests itself to see a clipper on shore to judge of her lines, measure her length of floor, and talk over her beauties from the sailing point of view. This wholesome development of taste has only grown up with the Clyde Yacht Club, the progress of which is undoubtedly most intimately associated with the genuine enjoyment of yachting on the Clyde, and the spread of the many manly and chivalric tastes it inspires. At another time we may enlarge upon some of these.

While indulging in these rather partial remarks over the progress of one of our own Clubs, it is with pleasure we refer to the advancement made by our yachting friends on the east coast, on the 1st of June. The Firth of Forth presents a splendid opportunity for sailing matches, and year after year the regatta held in its waters has increased in importance until the prizes sailed for attract yachts from distant ports. On this occasion Mr. Finlay's fine yacht the Kilmenny, belonging to the Clyde, narrowly escaped carrying off the first prize, which was indeed only lost from a foul with Mr. Couper's old cutter, the Surge, in which the Kilmenny carried away her cross-trees. The accident did not prevent the Kilmenny from being well handled, and if she did not come in first it was no fault of Capt. Douglas, a skipper whose name is a byword for cracking on. The Torch, another Clyde clipper, supported the reputation of the West, and the honour of Mr. Fife, and our other builders was thoroughly vindicated, not however without discovering that clippers can be built on the Forth as well as at Fairlie. The prize of £40 given by the Lord Provost of Edinburgh for boats under 30ft. keel was a most judicious and liberal donation, and sets an example to Lord Provosts nearer home that ought not be thrown away.

Glasgow.

B.

ROYAL THAMES YACHT CLUB MATCH TO HARWICH.

THE satisfactory result of the Ocean match to the above named place last year, has induced this leviathan club to repeat it on the 12th of June, and as all passed off pleasantly we may reckon these races as annually established. The prizes were £100 for first vessel, and £50 for second, without regard to rig or tonnage. Open to all yachts belonging to a royal club, to sail with all their usual fittings in seagoing trim, to the satisfaction of the Committee ; to carry all their boats, a pilot, but no extra hands allowed ; no restriction as to friends or canvas, no time allowance. The course from Sheerness, round the Kentish Knock light-vessel to Harwich Harbour.

The following yachts entered :—

Numbered as in Hunt's Universal Yacht List 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
12	Alarm	schooner	248	G. Duppa, Esq.	Inman
830	New Moon	lugger	209	Lord W. d'Ersby	Tutt
895	Pearl	yawl	164	J. S. Abbott-Dunbar	Sainty
15	Albertine	schooner	155	Lord Londesborough	Inman
1530	Xantha	yawl	135	Lord A. Paget	Harvey
1486	Whirlwind	yawl	77	A. Cox, Esq.	Hansen
156	Brunette	yawl	70	N. Watney, Esq.	Ratsey
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
831	Night Thought	cutter	61	J. D. Lee, Esq.	White
1432	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
1286	Surf	cutter	54	J. Tempest, Esq.	Fife
184	Christabel	cutter	52	A. C. Kennard, Esq.	Aldous
526	Goulden Vanitee ...	cutter	52	H. P. Metcalfe, Esq.	Owner
1046	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.

On the Saturday, (June 10,) the Vice Commodore, (Lord de Ros,) and the Secretary (Captain Grant,) went to Sheerness, where the vessels had assembled, and gave the respective sailing masters their final instructions :—To leave the Medway at 5 o'clock on the Monday morning, and to take up their stations in a line between the Nore Light-vessel, and a flag-boat moored on the edge of the Cant Sand, in a line with Minster Church, near Sheerness, the larger craft near the flag-boat, and the smaller near the Nore.

They moved out of harbour about 4 a.m., and were ranged in due order by six, with the exception of the Xantha, Surf, Albertine, and Pearl. The first named of these vessels was towed to her berth by a steam-tug ; the three latter did not show. The time of starting was prolonged until after 7 o'clock. There was a fresh breeze from the

north, both cold and squally. The signal having been given, the respective crews were all as "lively as kittens," in getting in their anchors, and consequently the lesser vessels had the advantage of the start; the Alarm and New Moon of course took longer time to weigh. The Marina led followed by Volante second, Christabel third, and then Reverie. The Goulden Vanitee, Whirlwind, and Xantha, canted together, and the Night Thought very actively ran through the Goulden Vanitee's lee. On the Alarm, New Moon, and Brunette getting well underway, they overhauled, and gave the go-bye to several; the Goulden Vanitee fell astern, and the New Moon took precedence of the Alarm. The wind was plentiful and fair to fetch the Prince's lightship, through the Alexandra passage, and they all made the most of it. In the smaller vessels reefs were the order of the day, with small topsails, but the Marina, nearly half-a-mile ahead, seemed to revel in the strong breeze, and dashed through the water, with defiance to the elements. As they gained the open sea the Volante and Whirlwind were on her starboard quarter, whilst the Reverie fell astern, next Xantha and Christabel, and the Alarm and New Moon kept company, but the latter was to windward, and the "Ould Gal" could not get away, on they ploughed, passing the Whirlwind. The Xantha drew away from Whirlwind and set a topsail as they neared the West Buoy of the Oaze, and she soon became third, which they passed in the following order:—Marina first about one-third of a mile, Volante second, Xantha third, Christabel fourth, Alarm fifth, Whirlwind sixth, Brunette seventh, New Moon eighth, and Night Thought ninth; the others very far astern, they left the buoy on the port hand. Alarm being well to windward set her main gaff-topsail, and passed the Christabel after some two or three miles perseverance on the part of the latter. The Alarm was well up to windward, and all made for the Alexandra passage, except the New Moon, which went through the Prince's Channel. The race was now very exciting, and the first six or seven boats were very close, and they sailed well together until reaching the Mouse, where the Marina was still leading with Volante second, to windward, then Xantha Christabel, Alarm. Several changes occurred ere reaching the Girdler light-vessel, Xantha came second and Alarm third, gradually drawing on the leading vessels, and when near the light she had the lead which the other two contested strongly for a short time and then dropped astern: the Xantha succeeded in taking the second place from Marina, which had till now gallantly maintained her leadership from the start.

The Alarm first passed the Prince's Light, Xantha second, close up; Marina and New Moon, close together, and then Volante and Christa-

bel, which latter soon took the lead of her companion. Next came Whirlwind, and some two or three miles to windward the Brunette, Night Thought and Reverie, the others nowhere. They still had a good wind to reach the West Knock Buoy, on the edge of the Knock Sand, and then to make sundry boards to reach the Kentish Knock Light, which the Alarm rounded about 2h. p.m., Xantha, 2h. 10m. Volante, 2h. 16m., Christabel, 2h. 19m., Marina, 2h. 30m., and New Moon, 2h. 36m.

Between the Knock Buoy and the light the New Moon fell off considerably, and as she was unable to fetch the light and had to make a board, she was delayed, and the Christabel went by, the Volante and Marina having beaten her in the turning to windward. When the lugger gybed she was under her fore lug-sail, jib, and mizen only. After rounding Alarm sent up foretopmast, and set fore-gaff-top-sail. The Night Thought rounded considerably after the others, and carried away her topmast. The Whirlwind also carried away her top-mast somewhere about the same place, and the wind suddenly fell light, springing up again soon afterwards. The Christabel's topmast was also carried away. They had the last of the flood at the Knock, and slack part of the way to the Sunk, after which they had the tide dead against them into Harwich Harbour. At 3h. 25m., the New Moon passed the Christabel near the Sunk light vessel, and the leading wind favouring her, she soon left her vessels and went into third place. From the Sunk to Harwich it was a leading wind favoring them all the way. Below the Long Sand End Buoy and the Sunk the Volante fell off considerably, and the lugger was three or four miles astern of the Xantha. Wind was still blowing hard, with a disagreeable lump of sea on. The pace of the first three boats, notwithstanding the outset of tide, was very great, and the steamers in company failed to catch the Alarm. At the Cork Light Xantha boomed out her balloon foresail, and with a flowing sheet made for the harbour, setting an enormous topsail. Taking observations from the Bell Buoy, the Alarm came dashing on : two miles astern was the Xantha leading the New Moon by a similar distance ; then stretching far away were three cutters, the Volante, Christabel, and Marina, and the faint outlines of a yawl and cutter, were just discernible far away on the larboard quarter, the Whirlwind and Night Thought. On entering the harbour they were timed as follows :—

H. M. S.	H. M. S.	H. M. S.
Alarm..... 4 18 0	New Moon 4 50 0	Christabel 5 2 0
Xantha 4 33 30	Volante 4 56 15	Marina 5 7 10

The following is the official time, confined to the first three boats,

taken from the north end of the pier, in a line with the Martello Tower, at Shotley.—Alarm, 4h. 24m. 26s.; Xantha, 4h. 40m. 10s.; New Moon, 4h. 58m. 10s. It is worthy of remark that of all the races sailed this was the only one in which the first four boats were of different rigs—first a schooner, second a yawl, then a lugger, and lastly a cutter, John Nichols, the old sailing master in the time of her late owner, Mr. Weld, sailed the Alarm, and the Xantha was principally handled by her owner, Harvey (her builder), and Mr. Robert Hewitt.

The Queen of the Thames accompanied the match, leaving London at one in the morning. The captain, E. Mills, was very attentive throughout the day. The commissariat department was very ably managed, and a breakfast at six o'clock relished by the fresh water sailors who had been tempted to breast the open sea. The Zealous G.E.C. steamship left Harwich at twelve to meet the fleet, with a large party of ladies and gentlemen, the members of the Royal Harwich Yacht Club, and Mr. J. Goodson, their Commodore, with his burgee hoisted. The prizes were presented by Lord Alfred Paget, who complimented Mr. Dupper upon his success, and his lordship expressed himself pleased to find that the "old ship" had exhibited prowess equal to that of years gone by. The second prize his lordship took to himself.

THE ALBERT YACHT CLUB.

THIS club was formally opened at the New Pier Hotel, Southsea, on Thursday, June 8th. The club consists of about 120 members, exclusive of honorary and temporary members. There are 38 yachts on the club list, amongst which are the following well-known and much admired vessels :—Arrow cutter, 102 tons, T. Chamberlayne, Esq.; Ada cutter, 72 tons, H. F. Barclay, Esq.; Achiever cutter, 27 tons, W. P. S. Mannock, Esq.; Circe schooner, 128 tons, G. Harrison, Esq.; Cayman cutter, 78 tons, R. B. Baxendale, Esq.; Constance schooner, 255 tons, J. Turner Turner, Esq.; Eclipse cutter, 50 tons, H. S. Fearon, Esq.; Enid cutter, 12 tons, T. N. Blake, Esq.; Marina cutter, 65 tons, J. C. Morice, Esq.; Madcap schooner, 71 tons, J. S. A. Dunbar, Esq.; Nereid schooner, 159 tons, J. Bryant, Esq.; Pearl yawl, 164 tons, J. A. Dunbar, Esq.; Queen cutter, 15 tons, Capt. J. Whitbread; Volante cutter, 60 tons, Herbert C. Maudslay, Esq.; Waterkelpie cutter, 55 tons, T. J. L. Bridge, Esq.; Witchcraft, schooner, 241 tons, T. Broadwood, Esq.; Wildfire schooner, 59 tons, J. Turner Turner, Esq.; Zelia schooner, 190 tons, C. S. Hannington, Esq.

A general Meeting of the members was held in the club dining room on the same day at two o'clock ; Capt. W. Conway Gordon in the chair. The meeting was most influential; there were present, R. Ford, Esq., the Mayor; Capt. Sir H. Jarvis, Bart, R.N.; Capt. C. B. Cardew; K. Sutherland, R.N.; D. Minter, R.N.; Dr. Harvey, R.N.; J. Pinhorn, and about thirty other gentlemen. The meeting having been duly opened by the chairman, the secretary read the following report :—

1. Your committee have much pleasure in reporting that their exertions in promoting the Albert Yacht Club have been rewarded with very gratifying success.

2. They are happy to inform this meeting that in the short time since the club was originated 121 members have been enrolled, exclusive of honorary and temporary members, and your committee anticipate with confidence a considerable accession to their number as the club shall become more extensively known.

3. That the Albert Yacht Club is appreciated by the yachting world is evident from the fact that there are now on the books of the club 38 yachts, which register in the aggregate 2,138 tons.

4. It is with much satisfaction that your committee are able to acquaint this meeting that the Lords Commissioners of the Admiralty, have been pleased to accord this club an Admiralty warrant, with its customary privilege.

5. With an anxious consideration for the comfort of the members your committee have secured the present commodious and well-furnished rooms at a rental of £60 per annum, which is to include lights and fires. They have also made such arrangements with the directors of the Southsea Pier Hotel Company for the supply of provisions, &c., as your committee trust will conduce to the comfort and prosperity of both Institutions.

6. In accordance with No. 3 of the rules and regulations, which provides that all officers are to be elected annually at the annual meeting in June, this meeting will be called upon to elect officers and a committee to replace those that retire on the latter date.

7. Your committee are gratefully impressed with a sense of the confidence with which they have been supported, and by which they have been encouraged and assisted in their endeavours to place the Albert Yacht Club in the favourable position it occupies at this, its first annual meeting.

The undermentioned officers and committee were then unanimously elected :—

Vice-Commodore—Capt. W. Conway Gordon, Screamer, 10 tons.
Treasurer—W. Payne, National Provincial Bank. Auditors—A. P. Fabian and J. J. Webb. Prize Bearer—J. Wheeler. Secretary—C. Napier Pearn. Committee of Management—T. N. Blake, Esq.; Admiral Sir H. Ducie Chads, G.C.B.; E. Galt Esq.; R. W. Ford, Esq.

(the mayor); H. N. Harrison, Esq.; J. C. Morice, Esq.; H. Burford Norman, Esq.; K. Sutherland, R.N.; Capt Bridge; T. Chamberlayne, Esq.; Dr. Elliot, R.N.; Admiral Hallowes, R.N.; J. Pinhorn, Esq., H. C. Maudslay, Esq., and J. Wheeler, Esq.

A vote of thanks having been accorded to the chairman for so ably officiating, the meeting separated.

ROYAL EASTERN YACHT CLUB REGATTA.

THIS affair came off June 8th, in Granton Harbour, an excellent place for such a purpose being much like Kingstown, affording a safe and spacious anchorage, where a fleet of the largest yachts may lie secure in any weather; while, from the breakwaters and central pier, the whole sailing course in a regatta, as well as the rowing races, may be viewed by thousands of spectators. The saloon steamer Forth, chartered by the club for members and their friends, was filled be a crowd of ladies and gentlemen, and the fine band of the 4th Hussars stationed on board contributed much to the enjoyment of the party. The cutter Adelaide, moored off the western breakwater, acted as flagship, on board which were the Hon. B. Primrose, acting Commodore in the absence of the Duke of Buccleuch; R. Tennent, Esq.; Sir G. Home, Bart., and A. Young, Esq., hon. secretaries to the club. Mr. Watts of Granton officiated as sailing-master. The weather was all that could be desired, bright and warm with a fine breeze of westerly wind.

The first race was for a purse of £70, for yachts exceeding 25 tons, a time race.—Entrance one guinea. The following started:—

Numbered as Hunt's Universal Yacht List for 1865.

No.	Name of Yachts.	Rig.	Tons.	Owners.	Builders.
1287	Surge	cutter	52	W. W. F. Hay, Esq.	Fife
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
316	Eaglet.....	cutter	31	A. J. Stuart, Esq.	Ratsey

When the starting gun was fired at 11h. 15m. the Eaglet sailed away with a capital lead, but the Kilmeny and Surge got foul, when the cross-trees of the Kilmeny were carried away, so that she was disabled from setting her gaff-topsail, which had a most unfavourable influence on her chance of the prize. The yachts sailed three times round the course, or 42 nautical miles. The Surge obtained the leading place before rounding the first flagboat, and kept it during the day. The rounds were completed as follows:—

FIRST ROUND.	SECOND ROUND.	THIRD ROUND.
	h. m. s.	h. m. s.
Surge.....	1 2 303 3 30
Kilmenny.....	1 13 303 25 0
Eaglet.....	1 33 154 15 0

On coming in a protest was lodged with the sailing committee by the owner of the Kilmenny, and a protest by the owner of the Surge; but after carefully considering the matter the committee were of opinion that there were not sufficient grounds for withholding the prize from the owner of the Surge.

The next match was for a prize of £30 for yachts not under 15 tons, and not exceeding 25 tons;—time race. Entrance 15s. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts.	Rig.	Tons.	Owners.	Builders.
472	Foam	cutter	25	W. Elder, Esq.	Marshall
1315	Torch	cutter	15	D.W. Finlay, Esq., M.D.	Fife
147	Brenda	cutter	16	W. Cundell, Esq.	Hall

The Foam was built by Marshall several years ago, and won the chief prize at the R.E.Y.C. Regatta in 1859. The Torch was built by Fife in 1864, and has had a most successful racing career. She is a very long, narrow vessel, her length being more than five times her beam, but she has great draft of water both fore and aft. The Brenda, built in 1853, by Hall, of Aberdeen, is a fine, powerful, cruising boat, but not adapted for racing, and on this occasion she only entered to make up the race, and gave up the contest before the end of the first round. The Foam and Torch went twice round the course, and the rounds were completed as follows :—

FIRST ROUND.		SECOND ROUND.	
	h. m. s.		h. m. s.
Torch.....	2 0 10	4 49 28
Foam.....	2 12 0	5 27 40

The third prize, a purse of £20 was given by the Ladies of Edinburgh and Leith, for yachts under 8 tons and not exceeding 15 tons, time race. Entrance 10s.—

The following yachts were at the station and started :—

No.	Names of Yachts	Rig	Tons	Owners	Builders
342	Elfin	cutter	12	J. M. E. Turnbull, Esq.	Steele and Co.
261	Daphne	cutter	8	W. Thompson, Esq.	Edwards
590	Irene	cutter	13	J. Morrison, Esq.	Fife

The Daphne is a new boat this year, and this was her *début*. She is a very handsome model, and although she had only taken in her ballast the day before, proved herself a fast and stiff craft. They made a capital race, and as the following times will show kept well together during the whole course. Each round was finished as follows :—

	1ST ROUND			2ND ROUND		
	h.	m.	s.	h.	m.	s.
Irene	3	50	6	7	17	0
Daphne	3	39	0	7	17	1
Elfín	3	43	0	7	18	13

The Daphne having 2½m. to receive from the Irene, and having come in only a second behind her was declared the winner.

For the fourth prize of £10. 10s., given by the Lord Provost of Edinburgh, the following pleasure boats started at 4h. 20m., to go once round the course :—Fanny, cutter 22ft. W. Crease; Delta, cutter, 24ft. N. M. Mackie; Annie Laurie, cutter, 24ft. J. Lawson; Sunbeam, cutter, 23ft. E. Chambers; Midge, cutter, 22ft. J. Morrison; Volunteer, lugger, 27ft. Leith Custom House.

The Midge won easily, defeating the second boat, the Annie Laurie by 10m. 8s.

The fifth prize, for pleasure boats not exceeding 21ft. keel, was won easily by the Scotia, J. Anderson.

After the yachts and pleasure boat races had been all started the prize of £10 given by W. Miller, Esq., M.P., for Leith, for fishing boats belonging to the east coast of Scotland, exceeding 30ft. over all, was competed for by five vessels. The boats were started at 2h. 20m., and the first prize was won by the William and Susan of Buckhaven, the property of W. Thompson, and the second of £3 by the Isabella, the property of W. Carnie.

At 2h. 50m., a purse of £5. 5s., given by Provost Lindsay of Leith for fishing boats of under 30ft. keel was competed for. Six boats appeared at the moorings, and on this, as in the former fishing-boat race, an admirable start was effected. The first prize was won by the boat belonging to Thomas Dryborough, and the second of £2 by that belonging to Alexander Rutherford.

A variety of keenly-contested rowing races, by six and four-oared gigs, by two-oared boats and by men-of-war's boats, followed the sailing matches, as well as a duck hunt and a tub race, both of which afforded the greatest amusement to the crowd of spectators assembled on the pier and breakwaters.

At nine o'clock in the evening a supper was given by the club in the club room, No. 8, Princes-street: the Hon. Bouvier Primrose in the chair, and Mr. Archd. Young, croupier, when the prizes were presented by the chairman to the owners of the successful yachts.

On Friday evening a ball was given in the Assembly Rooms, George Street, under the patronage of the Duchess of Buccleugh and the R.E.Y.C., which appropriately closed a most successful and brilliant regatta.

PRINCE ALFRED YACHT CLUB MATCHES.

THE second match of the season for the third-class yachts of this club took place in Dublin Bay on Whit-Monday, June 5th. The prize was £13, for yachts of the club exceeding 12 and not exceeding 25 tons. The following well-known craft took up their stations in the order indicated shortly before one o'clock, Ripple being to the westward, and as it so happened to windward also :—

Numbered as in Hunt's Universal Yacht List for 1865.

No	Name of Yachts	Rig	Tons	Owners	Builders.
978	Ripple.....	cutter	13	J. C. Boyd, Esq.	Fulton
690	Luna.....	cutter	25	J. M'Curdy, Esq.	Fife
92	Banba.....	cutter	24	W. H. Bewley, Esq.	Marshall

The course and conditions were as follows :—From Kingstown Harbour round South and North Burford, and East Bar Buoys to Hauling Buoy inside harbour, leaving all on port hand; round again as before, and coming in leaving the Hauling buoy and flag vessel on starboard hand; to be steered by members of the club: all on board except two paid hands to be members of the club, or of a royal and recognised yachting club, the sons of such members, or naval officers of Her Majesty's fleet.

The Ripple only measures 12 tons, but under one of the rules of the club any yacht may enter in a higher class than that to which she belongs on adopting the minimum tonnage, and conforming to the sailing regulations of such class; a regulation which seems quite a fair one and would have enabled the Kilmeny after her long voyage from the Clyde to Thames, to have tried her speed as a 36 tonner against the Southerns in their own waters. It had been expected that the Myra, Glide, and Surprise would have participated in the contest, but the first-named craft (which promises to be a clipper) was not got ready in time, much to her owner's annoyance. The Glide was detained in Belfast, owing to an accident, and the Surprise failed to make her number in time. The morning opened with a flat calm, but towards the time of starting the wind came away in light airs from the westward, which enabled all the

craft to send their big canvas aloft for the race out to the first buoy. At 1h. 22m. the starting gun was fired, when the little Ripple was the first to gather way, and got first out of the harbour, followed by the Luna and Banba. At 1h. 31m. the wind suddenly hauled round to the south, and booms were got in and sheets tautened to fetch the South Burford Buoy, distant about three miles and three quarters. The Ripple now appeared to be fore-reaching her competitors, while Luna held a capital wind, and began to show her sailing powers. Banba, finding her balloon jib not to answer, shifted it for a working one. At 1h. 46m. Ripple tacked, but found herself to leeward, and rather injured her position in the race by standing too long on her tack towards Dalkey on the strength of the young flood, whilst her rivals held on their tack for the South Burford Buoy, which was rounded thus :—

	h. m. a.	h. m. a.	h. m. a.
Luna.....	2 12 45	Banba	2 14 43

Immediately upon rounding, Banba set her balloon jib for the run to the North Burford Buoy (one mile). The Luna, however, gained on her in this short distance, and they rounded :—

	h. m. a.	h. m. a.	h. m. a.
Luna.....	2 33 19	Banba.....	2 36 30

Luna now began to feel the breeze, which was well on the beam, and dancing along to the East Bar Buoy, a distance of three miles and three quarters, the little Ripple running somewhat on her more able opponents, as appears by the time at the buoy, which was rounded :—

	h. m. a.	h. m. a.	h. m. a.
Luna.....	3 17 0	Banba.....	3 20 15

Before reaching it Banba had shifted her balloon jib again, and set a working one. All were now close hauled for a long leg and two short ones to get round the Hauling Buoy at the mouth of the harbour, distance two miles and a half, and Luna was the first to go about on the starboard tack, followed by Banba, while Ripple stood well in towards Monkstown, out of the strength of the flood tide. All tacked again in succession to starboard to get the range of the buoy, which was rounded thus :—

	h. m. a.	h. m. a.	h. m. a.
Luna.....	3 56 30	Banba.....	4 2 40

The breeze now freshened for the second round, and Luna appeared to be increasing her lead, and having cautiously kept well to windward of her mark, by the help of the strong flood tide that had begun to make, was able to bear down on it ripping full, while Banba having reached out not quite so close to the wind found herself a little pinched to get round. Poor little Ripple completed the history of her casual-

ties by missing the buoy, and having to tack again to fetch it, thus losing all chance of position at the finish. The time at this buoy the second round was as follows :—

	h. m. s	h. m. s	h. m. s
Luna.....	4 35 30	Banba.....	4 40 25

Here Luna and Banba again set their balloon jibs. The wind now began to come in flaws, and at 5h. 14m. Luna found herself in a calm midway between the Chequered and East Bar Buoys; and, strange to say, at the same time several yachts that were cruising about within a few fathoms from her, had a slashing breeze. Banba, too, appeared to be coming up with a wind, but following her leader, got into the calm also. Had her look-out kept his weather-eye lifting, and noted the cast of the wind at the time, he might have shortened his distance from the winner at the finish. After sundry knockings over of booms from one hand to the other to catch the flaws as they came off the Sutton shore the wind came again fresh and steady and the East Bar Buoy was passed for the last time :—

	h. m. s	h. m. s	h. m. s
Luna.....	5 39 15	Banba.....	5 42 10

Luna and Banba had shifted balloon jibs before rounding, and now stood on the starboard tack full and by for the harbour, with the wind at west, and a little bit fresh, which enabled the Luna to increase her lead, and brought her in a winner with more than 4 minutes to spare, the official time of the conclusion at the flag-boat being :—

	h. m. s	h. m. s	h. m. s
Luna.....	6 11 30	Banba.....	6 16 30

The remarkable fineness of the day induced nearly all the yachts at the station to accompany the match. Amongst them we observed a goodly sprinkling of red burgees with a foul anchor, including the Enid, F. Scovell, Commodore of the Club; Xema, Major H. L. Barton, Vice-Commodore; Secret, T. D. Keogh, Rear-Commodore; Lalla Rookh, J. Cannon; Belle, schooner, C. Putland; Echo, W. L. Doherty; with numerous small fry. The club held its usual monthly meeting at the Anglesey Arms on Tuesday evening, the 6th inst., which was well attended, the Commodore occupying the chair. Three new members were balloted for and admitted. The result of last year's accounts and a detail of its present financial position was submitted to the meeting, which proved to be highly satisfactory; and after payment of the prizes awarded to the Kilmeny and Luna, and providing other cups to be run for during the residue of the season and all current expenses, the balance was well on the right side of the ledger.

The secretary of this club requests us to state that the following are the correct times of arrivals of the competing vessels in the second-class match on May 22 :

	h. m. s.		h. m. s.	
Kilmeny.....	8 34 25	Secret.....	8 48 45	Luna not timed.
Xema.....	8 43 40	Echo.....	9 9 30	

THE first class match of the above club was begun on June 20, and the yachts presented a perfect picture as they lay moored in line across the mouth of Kingstown harbour in the bright sun and under the blue sky, which has now lasted so long that we, inhabitants of the Emerald Isle, begin to forget what rain is like! The Orontes, H. M. troop ship *en route* for Malta with the 29th Regiment on board, stretched her huge length along the Victoria Pier, and found a fine contrast to the more elegant proportions of the mail steamer, which lay at the New Pier, while all was bustle and excitement on board her, the troops being shipped by detachments as the trains brought them from Dublin. Nearly every yacht in harbour had her canvas up, ready to go out and see the race; and amongst them we perceived the Ione, Gannet, Fiery Cross, Belle, Lallah Rookh, Gitana, Wanderer, Isidora, Mayflower, Storm, Norma, Banba, Atalanta, &c. In the absence of the flag ships of the club, which were all engaged in the match, the Surprise, 20, Albert Wood, Esq., of the Royal Mersey and Prince Alfred clubs, did duty as flag ship, gaily dressed with flags, and armed with two most formidable pieces of brass ordnance, and at half past eleven o'clock a red flag from her sent the Dawn, to No. 1 Buoy, at the extreme westward of the line, quickly followed by the rest of the competitors. The wind was S.S.E., which contrary to the usual fortune in Dublin Bay, made No. 1 the leeward and worst station. The following were the entries :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners.	Builders.
268	Dawn.....	cutter	60	M. R. Dalway, Esq.	Owner
1354	Xema.....	cutter	35	Major H. L. Barton	Fife
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1064	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
324	Echo	cutter	38	W. I. Doherty, Esq.	Wanhill
368	Enid.....	cutter	57	F. Scholefield, Esq.	Wanhill

The conditions of the race were the fundamental ones of the club.—To be steered by members ; all hands on board, except four paid seamen, to be members of it or a royal or recognised yachting club, the

sons of such members, or officers of H.M. fleet; the flag officers of all royal or recognised yachting clubs, being *ex officio* honorary members of the club, are eligible to enter and steer yachts for its prizes; no shot bags or shifting ballast of any kind allowed to be on board, nor any ballast stirred. As a proof of the popularity of such contests in these parts, I may add, that although the number of Corinthian hands required for six such vessels was necessarily large, twice the number might have been had with ease; and the club's funds profited much by the rush of young men eager to become members, and thus qualify for taking part in the race; and as a further encouragement the Royal Irish have, I am told, adopted the same conditions for vessels sailing for the cups presented by their flag-officers, to be sailed for in August next. The prize to-day was £20 and at one o'clock exactly a first gun gave the signal to prepare, and at 1h. 5m. 2s. another to start. The Enid had the weather berth, wind being S.S.E. and light, and by nice handling of her spring and bowfast, although the heaviest vessel, she gathered way first and went out through the pier heads, followed by the Echo, Xema, Dawn, and Secret; the Kilmeny, which had anchored a little astern of the rest, last. It was a dead beat to the Kish, over a young flood going to the northward, and the Xema tried the tactics which suited her so well on May 22, going a good full through the lee of the rest, followed by the Dawn, while the Enid crept up to windward. The Secret, which seemed all wrong, fell astern; and the Xema, after a long reach towards Bally, drew well ahead, and a lucky flaw of wind off Howth enabled her, when she tacked, to cross the Enid's bow, to her crew's great astonishment. The Dawn would have done the same but that the Enid went round with her and followed the Xema, the wind getting lighter and lighter. The Kilmeny stood to northward, and getting into a strong tide, appeared to be going to Belfast, while the Xema also made a foolish tack across the flood and lost considerably. The Enid drew well ahead, considering the lightness of the wind, and rounded the Kish:—

H. M. S.	H. M. S.	H. M. S.
Enid 4 35 0	Xema 5 52 0	Secret 6 2 0
Dawn 5 50 0	Echo 5 55 0	Kilmeny 6 30 0

In the run from thence to the East Bar buoy the Dawn fell astern: and the Kilmeny, carrying the breeze with her, overhauled the others considerably. The East Bar buoy was rounded in the following order:

h. m. s.	h. m. s.	h. m. s.
Enid 7 2 0	Echo 7 19 20	Secret 7 33 0
Xema 7 18 0	Dawn 7 22 0	Kilmeny 7 36 0

Thence the course lay for the Harbour buoy, and the Dawn, passed the Xema, Echo, and Secret, and arrived second in the harbour. The Enid passed the buoy at 7h. 47m., and the Dawn at 8h. 2m. The other vessels were not timed: and as, from the lightness of the wind, it was useless to attempt the second round that evening, the owners of the several yachts met on board the Enid, being the Commodore's vessel, and agreed that the match should be sailed again next day (Wednesday,) the start to be at 11h. 15m. a.m. This being agreed to cheerfully to suit the convenience of the two strangers, although it caused the retirement of the Xema and Echo, whose owners' avocations would not permit of a second day in succession being spent in racing. The 21st dawned with a nice fresh breeze from the same point, and at 11h. 20m. exactly, a second gun from the Foam (which had taken the place of the Surprise as flag vessel,) set them free, when moorings were shipped and headsails hoisted under the influence of a sweet S.S.E. breeze; the quartette left the harbour, Kilmeny leading, followed by Enid, Secret, and Dawn. In the beat to the Kish, Kilmeny fell astern of Enid and Dawn. The ship was rounded by Dawn at 2h. 14m. 48s.; Enid, 2h. 15m. 54s.; Kilmeny, 2h. 17m. 45s.; and Secret, 2h. 47m. From thence to the North Burford buoy the craft retained their relative positions, and rounded the buoy thus; Dawn, 3h. 14m. 10s.; Enid, 3h. 15m. 53s.; Kilmeny, 3h. 15m. 55s. Secret, not timed. In the run to the east bar buoy the Enid walked slightly away from the Kilmeny, but failed to catch the Dawn. The buoy was rounded at the following times: Dawn, 4h. 10m. 30s.; Enid, 4h. 12m. 45s.; Kilmeny, 4h. 13m. 39s. The course now lay for the Hauling buoy in harbour. The Enid out-winded the Dawn, and they were on each others quarters at the buoy, which was rounded—Dawn, 4h. 32m.; Enid, 4h. 32m. 15s.; Kilmeny, 4h. 34m. 45s.; Secret, 5h. 8m. 50s.; round again as before—Kilmeny soon overhauled Enid and Dawn, and at the Kish, the time was—Kilmeny, 6h. 38m. 33s.; Enid, 6h. 39m. 18s.; Dawn, 6h. 55m.; Secret, 7h. 16m. 10s. In the stretch to the North Burford, the Enid passed the Kilmeny; now came the tug of war in running for the East Bar buoy, which was rounded by the Enid at 8h. 22m. 37s. followed by the Kilmeny in about two minutes afterwards. Thence to the flagship in harbour, which was reached at the following times:

	h. m. s.	h. m. s.
Enid	8 52 8	8 55 34

The Kilmeny won the race by 2m. 19s., after deducting the time she was astern, 3m. 26s. from the time, 5m. 45s. which Enid had to

allow her, and proved herself an out-and-out fast little craft. She was beautifully handled and steered by her owner's brother, Mr. David Finlay, assisted by a third brother and four of our best amateurs ; and now that she has come over and contested for the prizes of the club, there is little fear of not seeing her again, and if he will bring the Torch next year to tackle the Glide in her class, as no one grudges her her double victory, the motto of the club being " Let the best man win," and one to which they always adhere. The next match is for two-masted vessels, and is fixed for July 19th, when it is hoped several of the schooners which will be on their way from the Clyde Regatta to that of the Royal Cork will call in and contest the prize with those of the port, including the Belle, Wildflower, Iolanthe, and Mayflower, and heartily welcome they will be if they do so.

RED WITH WHITE MALTESE CROSS.

ROYAL LONDON YACHT CLUB MATCH TO HARWICH.

This was the second time that the Club had ventured as far as Harwich with its matches—the first being last year when 10 yachts started, and the Glance and Blue Bell were hailed the winners.

On the present occasion, June 17th, the prizes were for schooners and yachts :—£50 for first, and £10 for second.—Prizes for cutters were £40 for first, and £10 for second. Time race, for schooners and yachts a quarter minute per ton up to 150 tons; and cutters half a minute per ton up to 75 tons. No time allowance above that tonnage.

The following rules and regulations were issued by the Club:—

- 1.—Yachts to start from and weigh their own anchors.
- 2.—To be in sea-going trim and carrying their usual boat or boats.
- 3.—Three vessels in each class to start, or no prize or prizes will be given.

4.—Crews must not exceed one hand for every ten tons, or fraction of ten tons, and Captain and Pilot. No restriction as to the number of friends.

5.—Cutters may set mainsails, yawls main and mizensails, and schooners main and foresails, before starting ; all other sails to be kept lowered until the gun to start is fired.

6.—In case of any dispute or protest, the decision of the Commodore or other Officers in command at the match to be final.

7.—Should the Officer in command decide on shortening the course, two guns to be fired on board the Vice-Commodore's Yacht, the Stella,

which will afterwards be anchored in the neighbourhood of some buoy or other mark; the Club Flag will then be lowered to half-mast, and the time will be taken as each yacht passes between the said buoy or mark and the Stella, and the race will then finish.

8.—The Committee reserve to themselves the power of adding to or altering any of these rules on the morning of the match.

Otherwise to be sailed under the rules of the R.L.Y.C.

The following yachts started:—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons	Owners	Builders
FIRST CLASS.					
12	Alarm.....	schooner	248	G. Duppia, Esq.....	Inman
1486	Whirlwind.....	yawl	77	A. Cox, Esq.,.....	Hansen
1530	Xantha	yawl	135	Lord A. Paget	Harvey
SECOND CLASS.					
731	Marina	cutter	65	J. C. Morice, Esq.....	Ratsey
1432	Volante	cutter	59	H. C. Maudslay, Esq.....	Harvey
1986	Surf	cutter	54	J. Tempest, Esq.	Fife
184	Christabel	cutter	52	A. C. Kennard, Esq.	Aldous
1406	Vindex	cutter	45	A. Duncan, Esq.....	Milwall Jr.W.
526	Goulden Vanitee ...	cutter	45	H. P. Metcalfe, Esq....	Owner
834	Niobe	cutter	41	W. Gordon, Esq.....	Hatcher
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher
1045	Santry	cutter	25	J. & W. Ridgway, Esq.....	Fife
384	Eva	cutter	22	W. Low & E. Bulmer,	Wanhill
310	Dudu	cutter	15	Capt. Baldcock & Budge	Hatcher

The course was from the Lower Hope down the Swin Channel, leaving the Gunfleet Light House, and all the Buoys of Gunfleet, the Buoy of the West Rocks and the Cork Light on the Port hand into Harwich Harbour, to finish between the Guardship and the Commodore's yacht the Violet.

The flag-vessel on this occasion was the beautiful screw steamer the Stella, on board which the owner, Vice-Commodore Edwards, entertained the Commodore, A. Arcdeckne, Esq., and a numerous party. The time announced by circular for starting was 7 a.m., but it was 8h. 15m. before the preparatory gun was fired, and five minutes after the start took place from about half-way between the Ovans Buoy and the Mucking Light;—they were anchored in two lines—the cutters above and the schooners and yawls below. This was rather an unusual practice; but it was, we presume, to allow the larger craft to cant and get away, which they did, Alarm with mainsail and foresail hoisted, yawls with mainsails and mizensails, and cutters mainsails only. In

such a fleet it was impossible to point out the first skiter, but in passing the Mucking Light their position was defined, Whirlwind was leading, with Xantha second, Marina third, Christabel fourth, Alarm, Glance, Niobe, Vindex, Eva, Santry, Surf, Goulden Vanitee, and Dudu, who, finding she could not stand the force of wind, bore up and returned to port. In Sea Reach Christabel crept up to Xanthe, which had got first place, and Niobe also showed well, and rather astonished the knowing ones. The Alarm kept company with the ruck. The fleet made the Chapman between 9 and 10, Xantha was still leading, with Whirlwind second, close up, and Christabel within 15 seconds of her, then came Glance, Marina, Volante, Vindex, Alarm, Surf, and Goulden Vanitee together, followed by Eva and Santry in company. Abreast Jenkin Buoy, the Xantha tacked and caused the Christabel to go about, but the next board the latter gave the yacht the go-bye, and stood in first place. The Nore Light was reached by Christabel at 10h. 5m., Niobe, 10h. 10m., Xantha and Marina a few seconds later; Vindex and Glance nearly together, and Alarm 10h. 19m. with Whirlwind close up. The others not timed. Vindex stood over to the west buoy of the Oase and the Alarm kept in mid-channel.

Shortly after passing the Light the wind came round dead on end, and blew hard with a tumbling sea, which began to tell on some of the long-shoremen in the accompanying steamer. The vessels dashed along at a tremendous pace, with shifting changes of position; the Christabel still leading, and she passed the Maplin Light at 1h., Niobe and Vindex rattling along in company, at 1h. 5m., and Xantha heading her close at 1h. 8m.; Alarm having cleared the rear division, came dashing on, and overhauled the Xantha in the Swin Middle; at this time it was blowing very hard from N.b.E., and the small yachts could not stand the tussle, so Santry and Eva bout ship and were soon homeward bound. Niobe still carried on, but was considerably to windward of Christabel. The wind was so powerful that even Alarm considered it prudent to take in sail; she therefore doused her topsail and housed topmast, but Xantha carried all on as the Alarm was getting to close quarters, a smart match took place between them, when unfortunately the Xantha carried away her large square-headed topsail yard near the slings, and then the Alarm shot past her; and it being several minutes ere another topsail was sent up, her chance was gone for the prize. It was a dead beat, and they had the worst of the ebb to meet. Christabel was leading, but when nearing the Cork Light, she had to go about to leave it on the port hand, when up came Alarm holding well on, without going

about, and as the Christabel stood across her bows it was a critical position, but they rounded the Light as follows:—

	h. m. a.		h. m. a.		h. m. a.
Christabel	5 58 10		Niobe	6 2 0	Xantha
Alarm	5 59 0		Vindex	6 10 0	6 13 30

They had to reach into the harbour to finish the race where the Stella was ready to receive them. The Christabel up with a jib-headed topsail, Niobe a large square-headed one, and it was a really beautiful sight and very exciting. The sailing of Niobe had taken many by surprise, as by her former doings it was not expected from her. The race finished thus:—

	h. m. a.		h. m. a.		h. m. a.
Christabel	6 29 0		Niobe	6 33 30	Xantha
Alarm	6 31 0		Vindex	6 46 30	6 48 30

The Niobe, having to receive six minutes from the Christabel, won the first prize, and the latter had the second prize. The Alarm again won a first prize and the Xantha a second, within one week at the same port.

The Great Eastern Company's steam vessel, the Zealous, having on board James Goodson, Esq., Commodore of the Harwich Yacht Club, and a numerous party ran to the Leach Light to meet the fleet; and the Queen of the Thames accompanied the yachts from the start.

June 20th.—The match left undecided on the 5th inst., was re-sailed this day by the same yachts, viz:—Vindex, Glance, Volante and Niobe, and for the same prizes of £70 first vessel, £10 second.—On this occasion they were not restricted to return by 10h. p.m., but to finish the match irrespective of time. Messrs. Crossley, Charlwood, and Delany were appointed to see the affair carried out. The course from Erith round the Nore Light and back.

The signal to start was given from the Commodore's yacht, the Violet, schooner, about 11h. 50m.; the wind being light and paltry at the time, with a hot sun. Under these circumstances the getting away was not very brilliant. The Vindex nearest the Kent shore and there was a deal of southing in the wind, she led the way, the Niobe to leeward was in the strength of the tide, and a slight puff off the Essex shore sent her spinning after Vindex, which appeared in difficulties. The breeze having freshened, the Niobe and Volante joined company, tacked together, and Glance drew upon the latter vessel, and in Rands Reach an exceeding good race between them, eventuating in the Glance getting second place; in the meanwhile Niobe was gallantly ploughing

ahead. In Long Reach the wind increased, and they careened so as to remind us of former times when our matches were more favoured by Old Boreas than they have been this season. Vindex appeared unfortunate in this match with her topsail, and a hand was aloft some time, before she shifted.

In St. Clements more wind, Niobe increased her lead passing Broadness Point some minutes ahead of Glance, Vindex drawing on Volante. Through Gravesend Reach it was a dead beat, but fair run in Lower Hope, the Volante challenged the Glance, and a fine race between them ensued. In Sea Reach the Vindex overhauled Glance, and tried hard to come up with Volante but without success. During this time the Niobe had quietly enjoyed the lead, and so continued to the Nore Light, which they rounded as follows with the last of the tide:—

	h. m. s.		h. m. s.
Niobe	4 36 10	Vindex	5 8 0
Volante	4 56 15	Glance.....	5 18 0

Up went ballooners, and every stitch of canvas to catch the favouring breeze as they ran back,—and such was necessary for the wind fell light; after a tedious passage they managed to reach Erith thus:—

	h. m. s.		h. m. s.
Niobe	9 7 0	Volante	9 27 15

The Vindex not timed, as she did not round the flag-buoy. Glance did not show.—The Niobe received the first prize, beating Volante by 20m. 5s., exclusive of allowance for difference of tonnage.—Volante received the second prize, and thus ended a match which occupied two tedious days to complete.

ROYAL THAMES YACHT CLUB MATCHES.

THIS club with its usual liberality, aided by the munificence of several of the members will hold this year six matches, the second of which was on the 19th June, when the steam vessel Eagle was again chartered to convey a few hundred members and friends to Gravesend, to accompany the schooners and cutters entered for a racing voyage round the Mouse light. There were two classes of schooners, for the one above 100 tons, a silver epergne, value £100, and if four started plate of the value of £50 for second vessel. For vessels under 100 tons, a prize, value £50. The prizes for extra match by cutters were £50 presented by Sir Gilbert East, for first vessel, and one of £25 presented by Capt. Lovett, for second vessel.

The following were moored ready to start:—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
FIRST CLASS.					
519	Gloriana.....	schooner	150	A. O. Wilkineon, Esq.	Ratsey
15	Albertine	schooner	146	Lord Londesborough	Inman
128	Circe	schooner	123	G. Harrison, Esq,	Steele & Co.
SECOND CLASS.					
137	Intrigue (Blue Bell)	schooner	72	E. Edwards, Esq,	Ratsey
971	Reverie	schooner	39	J. Courtauld, Esq.	Steele & Co.
EXTRA MATCH.					
72	Audax.....	cutter	62	J. H. Johnstone, Esq.	Harvey
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall Ir. Co.
184	Christabel	cutter	52	A. C. Kennard, Esq.	Albty Hatcher
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
512	Glance.....	cutter	36	E. Johnson, Esq.	Hatcher
1432	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey

It should be observed that Intrigue is entered in the *Universal Yacht List*, as Blue Bell on the authority of her owner.

The Alarm, Iolanthe, and Goulden Vanitee were entered but did not make any appearance at the mooring.

Some time elapsed before the signal was given as the coasting craft were in the way of the yachts, and it was 12h. 8m. when the gun boomed forth the welcome sound. The vessels were moored in three lines—first class schooners above,—then second class, and below the cutters. The same signal did for all, and suddenly the river was alive, with swan-like craft, covered with snowy canvas. The shore folks must have had a splendid view of the start. The Albertine was the first to cant, in so doing came very nearly to a foul with Gloriana, which had also let go her springs and was crossing the direction of her compeer, but fortunately no accident occurred and they proceeded on their course, Gloriana leading. The Circe slow in canting,—was the last of the schooners to leave ; the Intrigue led the Reverie. The Gloriana and Albertine moved slowly into the Lower Hope the wind being very light ; the Circe began to move rather more lively, and the Reverie closed up to the Intrigue. Time wore on and the chances of getting to the Nore even very doubtful.

Our attention must now be directed to the cutters that the whole may be inserted as rounding. At the start the Christabel bowled off with the lead, followed by Volante, Audax, Vindex, Glance, and Marina, who had given way to all her competitors—she did not throughout the day seem to be in the humour to contest for the prize. They reached into Lower Hope, which they beat through in the same position except a spurt between Audax and Vindex, when the latter gained on

her competitor in one board, and had second place. Off the Mucking Light they stood thus :—Christabel with a great lead, Vindex, second, then Volante who had passed Audax fourth, Glance fifth, the others far behind. Off Holy Haven the Volante had succeeded in wresting the second place from Vindex. Off Chapman the Glance challenged Audax and a very lively contest took place between them, the Audax having to go about, the Glance on the starboard tack went by her. The Volante struck her topsail, and set a very large gaff ballooner in its place, this gave her an impetus that enabled her to draw on Christabel, but not sufficiently to incommod the latter. The Vindex also changed topsails, during which Glance slipped past and took third place.

When the steamer had reached Southend, it was evident the vessels would not get much further, and therefore the Commodore determined on bringing to, about three miles above the Nore light, and the Eagle accordingly let go her mud hook. A gun was fired to apprise the fleet to prepare to round the steamer, which was an announcement not expected, we imagine, by them, for the Christabel was a long way to windward, and by the time she bore down to round, her lead of Volante was materially decreased.

The Gloriana also kept on her course considerably ahead of her division, and passed up the north shore, and some minutes elapsed even after the cutters had rounded before she bore down to the steamer, her compeers being rather more fortunate, reduced the time between them considerably. The whole rounded as follows :—

	h. m. a.		h. m. a.		h. m. a.
Christabel	3 35 45	Andax.....	4 3 45	Albertine	4 25 30
Volante	3 38 25	Marina	4 4 45	Circe	4 27 50
Glance	3 43 45			Intrigue	4 30 32
Vindex.....	3 46 30	Gloriana.....	4 16 35	Reverie	4 35 30

The rounding was performed very well, and the Volante's big topsail stood her in good need, for whilst Christabel was shifting, she lessened the distance between them, and following up her success managed in the upper part of the Hope to take the first place. The Audax appeared slow in changing her canvas, which enabled Marina to take precedence of her ; no further particular changes took place with the cutters.

The schooners after rounding the steamer were soon covered with balloon sails, and goose winged they made the best use of their way. The Circe benefited by the light wind, for she overhauled the Albertine, and had a sharp struggle for place, but succeeded 'ere reaching Holy Haven in passing into second place. Elated with her success her worthy owner seemed disposed to grapple with the Gloriana, and the little one's

proximity rather surprised the former's crew, if indeed it did not alarm them. However after rounding Coal House point the wind favored the big one and she ran in ahead. The Intrigue outpaced the Albertine, and both cutters and schooners arrived off Rosherville, passing the flag buoy thus :

	h. m. s.		h. m. s.		h. m. s.
Volante	6 2 0	Vindex	6 8 0	Circe	6 37 30
Christabel	6 4 30	Marina	6 26 15	Albertine	6 48 0
Giance.....	6 7 5	Gloriana	6 27 0	Intrigue	6 42 0

The Volante and Christabel had to yield the first prize to Giance by time, and the second prize for cutters was claimed by Christabel, but Vindex protested against her receiving it, averring that Christabel's tonnage was 53. Gloriana received the £100 prize in her class, and the Intrigue the £50 prize in smaller class schooners.

ROYAL THAMES YACHT CLUB CHANNEL MATCH.

ON Wednesday, June 21st, the splendid gift of G. Salt, Esq., owner of the Oithona, of 150 guineas in one magnificent prize was sailed for from Gravesend to Ryde, it was open to yachts of all Royal Clubs.—The conditions were—no time allowance, no restriction as to canvas, and no limitation as to hands. Course from the Lower Hope to Ryde, leaving the west buoy of the Oaze on the port hand, the east buoy of the Shivering on the starboard hand, and the west light of the Girdler on the port hand, the east buoy of the Tongue on the starboard hand, passing through the Gull stream and south of the Owers. The following vessels started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
12	Alarm	schooner	248	G. Duppa, Esq.	Inman
1523	Witchcraft	schooner	240	T. Broadwood, Esq.	S. White
501	Gipay	schooner	215	J. Mather, Esq.	American
830	New Moon	lugger	209	Lord W. de Eraby	Tutt
895	Pearl	yawl	164	J. S. A. Dunbar, Esq.	Sainty
15	Albertine	schooner	155	Lord Londesborough	Inman
1530	Xantha	yawl	135	Lord A. Paget	Harvey
65	Arrow.....	cutter	102	T. Chamberlayne, Esq	Inman
435	Fleur de Lys	cutter	90	H. W. Birch, Esq.	Harvey
156	Brunette.....	yawl	70	N. Watney, Esq.	Ratsey
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey

The yachts had arrived at their stations by twelve at noon : and having been inspected by Lord de Ros, the Vice-commodore, the

starting flag was lowered at 12h. 10m., the beginning of the ebb. The start was effected by the following yachts :—Marina, leading, with Fleur de Lys and Xantha on her lee ; astern and abreast of each other Brunette, Alarm, and Arrow ; astern of this lot and abreast of each other, Albertine, Witchcraft, New Moon, Gipsy, and Pearl. In working down against the E.S.E. breeze the Marina led, making a long board ; Fleur de Lys, Xantha, Brunette, and Arrow reached across to Mucking light, on the north shore ; the Alarm worked along the edge of the Blyth Sand, getting the strongest of the ebb, and in the next reach became fourth vessel in the match, being headed by the Marina, Fleur de Lys, and Xantha. At 12h. 45m. the Alarm hauled her fore-topmast, and Albertine sent down her fore-topsail, finding it inconvenient to work in the short boards. At 1h. 5m. Marina still had a long lead, followed by the Xantha, Fleur de Lys, Alarm, and Arrow, the latter succeeding in weathering the Alarm shortly afterwards ; and in the next reach the Alarm headed the Fleur de Lys. At 1h. 20m. the Arrow fetched the Xantha's weather, and became second in the match. The Witchcraft now commenced to overhaul some of the other craft, but was still a long distance astern of the leaders. At two o'clock the fleet arrived off Southend in the following order :—Marina, Arrow, Xantha, Alarm, Fleur de Lys, Pearl, Brunette, Witchcraft, Albertine, Gipsy, and the New Moon a long way behind, labouring against the wind. At 2h. 10m. an unmannerly barque being towed down the river, crossed the bows of the Alarm and compelled her to shorten her reach. At 2h. 30m. the Alarm passed to the northward of the Nore, the other vessels still in the same position, the Witchcraft sailing astoundingly well, and pressing hard on the Fleur de Lys.

About three o'clock the wind began to falter, and the Alarm feeling the loss, made but trifling headway. At 3h. 12m. the Arrow weathered the Marina in crossing her on the opposite tack, and became the leading vessel. At 3h. 30m. the New Moon was just discernible from the deck of the Alarm, tacking under the Nore, the latter vessel at the time being half a mile to leeward of the West Oaze beacon buoy. At 3h. 40m. the Witchcraft weathered the Fleur de Lys and Pearl, being about a mile astern of the Alarm, and two miles from the Arrow. At 3h. 50m. the Alarm weathered the Elbow buoy of the Oaze, the wind freshening. The Alarm passed the Girdler at 4h. 40m., being about 10m. ahead of the Witchcraft, and 12m. from the Pearl. At 5 o'clock the Gipsy was about four miles astern, tacking to pass the Shivering buoy. Some longer boards having now to be made, the Alarm sent up a fore-topsail, and at 5h. 35m. went about between the Girdler beacon and Prince's

buoy off Herne bay ; the Arrow being nearly three miles ahead, and gradually increasing her lead, the Marina and Xantha holding their own, the Pearl at the same time showing an inclination to drop astern. At 5h. 45m. the Albertine passed close under the Brunette's lee, and on the Fleur de Lys' weather, the latter vessel beginning to join the Gipsy.

About six o'clock the Xantha bore down, hoping to give the Alarm a "weather bower," but the intention being observed, the latter went about on the opposite tack just as the latter was in stays. In the next cross tack the Alarm passed close under the Xantha's stern. At 6h. 15m. the Marina shifted her jib, and dropped astern a trifle. At 6h. 23m. the Alarm crossed the bows of the Xantha, and became third in the race now gradually crawling on the Marina, and Arrow ; the Witchcraft and Pearl at the time being about a mile, and the others three miles astern of, her, excepting the New Moon, which vessel was hull down. At 6h. 45m. the Xantha sailed into a breeze, and, luffing up a little, again got on the Alarm's weather. The wind now became very paltry, and the Witchcraft sent up a main-topmast-staysail, having dropped astern considerably.

About seven o'clock, the Alarm again passed on the Xantha's weather, and winded her sails. The Alarm left the east buoy of Tongue on the starboard about 7h. 45m., and fell in with a fine breeze, the weather becoming very hazy. At 8h. 15m. the Marina passed, half a mile ahead, across the Alarm's bows, and was soon lost to view in the mist, the Arrow being just in sight three miles ahead. The Witchcraft about this time weathered the Xantha, and both were afterwards obscured in haze. At 8h. 45m. the Witchcraft astonished the Alarm by sailing across her stern half a mile to leeward, and it seemed doubtful whether or not she had left the Tongue buoy on the starboard hand, according to instructions. At 9h. 55m. the Alarm sighted the North Goodwin light on her lee bow, the North Foreland on her weather beam, and the Gull ahead in her course S.S.W. A fine breeze was now blowing abeam, the mist had disappeared, and the lights of the towns of Broadstairs and Ramsgate shone brightly on the Alarm's lee. At 11h. 15m. that vessel passed the Gull light a quarter of a mile to leeward, the wind being E.S.E., and now again very faltering. The Alarm, to catch a few more of the light airs, sent up her big topsail in the dark, gybed her mainsail to windward, and boomed out her foresail to leeward. In making for the South Foreland she kept a little to leeward of her course, to escape as much as possible the tide in running for Deal, at half-past eleven.

At 12h. 10m. on Thursday morning the Alarm passed the red light

on Deal Pier almost becalmed, four vessels showing astern, and supposed to be yachts in the match, one of them apparently a schooner, showing no lights. At 1h. 9m. the South Foreland lights opened round the headland, and at 1h. 50m. the Alarm breasted them, and ran past Dover for Dungeness. At 2h. 40m. as the morning broke, anxious eyes scanned the horizon, and the Arrow was made out leading about a mile and a half ahead of the Alarm; and at the same distance astern could be distinguished the Albertine, Pearl, and Marina, and in the background the Witchcraft, and a yawl supposed to be the Xantha, all running before an E.S.E. light breeze. The wind now began to freshen a little, and at 3h. 30m. a nice breeze was blowing. At four o'clock the Alarm breasted Dungeness, and at five had so much improved her position as to be only about half a mile astern of the Arrow. The breeze lasted until six o'clock, when it died off, and the Arrow set a square sail, and rigged a jib-headed topsail above the yard. Off Hastings at 6h. 30m. the Albertine, Pearl, and other vessels in sight, had square sails set, and each ran very steadily before the wind.

At 9h. 15m. off Eastbourne the Albertine caught a nice breeze which sent her out on the Pearl's weather, the Marina now being a mile, and the Witchcraft a mile and a half astern, and Fleur de Lys a long distance to leeward. At 9h. 30m. the breeze seemed a trifle stronger and more on the vessels' quarters, the Alarm drawing slightly on the Arrow, but without any marked prospect of overtaking her. The Witchcraft and Marina caught still more of the breeze, and flared away considerably astern of the others. At 9h. 55m. the Alarm, with the Albertine 500 yards astern, breasted Beachy Head. The Pearl about this time parted company with the Albertine and steered along the coast, profiting by it shortly afterwards. The Arrow had since the wind failed been for some time increasing her lead, and was now two and a half miles ahead. Nothing had been seen since the evening before of the Xantha, Brunette, Gipsy, or New Moon; but if they kept their course, they could not be far astern. At 10h. 20m. the Albertine ran abreast of Alarm under her lee, and taking a puff sailed across her bows, and came out on her weather. The wind was still very light, E.S.E., and abeam. The vessels with square canvas, crowded on slowly, drawing on the Alarm, that vessel being run past by the Pearl, buried in canvas, at 11h. 15m.; the Marina at the time creeping well up, and the Witchcraft two miles astern, off Beachy Head.

By half-past one the Witchcraft was not more than half a mile astern of the Alarm, off Worthing, having the Fleur de Lys under her lee, and the Xantha astern. The Arrow was still leading, but not increasing

the distances of separation, having the Albertine astern on her weather quarter, the Pearl on her lee quarter, and the Alarm three miles over her taffrail, when the lot became obscured to each other by a fog, the haze bringing a trifle more wind from S.S.W., which again died off, and at four o'clock hardly a breath was caught by the lagging sails. The fog was still very thick, and at 4h. 10m. the Alarm found herself in four fathoms, water still shoaling. Of course it was soon discovered that she was inside the Owers. The vessel was instantly luffed, but there was so little wind that she would not come round; and after drifting some distance with the east-going tide, dropped her anchor at 4h. 25m., the fog-gong from the Light sounding S.S.W. At six o'clock the Alarm was still at anchor, enveloped in the thick fog, waiting for a breeze from somewhere to carry her outside the light. Where the other vessels were we knew not.

At 7h. 45m. the fog cleared off, and from the Alarm's deck we discerned the Arrow three miles ahead, Marina two miles outside the Owers, Pearl and Albertine two miles astern, Witchcraft two miles inside of the Alarm, on the coast line, and immediately ahead of the latter vessel the Aline schooner (not in the match); all brought up, the Alarm lying about three-quarters of a mile north-east of the Light-ship. There was still no wind, and those that weighed their anchors slowly drifted past the Light as they felt the returning tide. At midnight nothing but a few stray puffs helped them onward. About one o'clock on Friday morning, the light airs freshened a trifle, and the Alarm ran past the Nab about 2h. 10m., the Marina being half-a-mile astern. Fifteen minutes afterwards a gun was heard—supposed to be for the coming in of the Arrow, she having, when last seen, before dusk, already passed southward of the Owers, and lying at anchor, waiting for the slackening of the ebb, which brought her well inside the Nab. At three o'clock the wind was fresher, but half-an-hour afterwards it completely failed, and the Alarm and Marina again dropped anchor between the Warner and Noman, and waited for the tide until eight, when they again weighed, drifting slowly to the pier, their idle sails drooping perfectly useless. The yachts were timed on their arrival on Friday by Capt. Mackinnon, secretary R.V.Y.C., as follows:—

	h. m. s.		h. m. s.
Arrow.....	2 30 10 a.m.	Alarm	10 50 0 a.m.
Marina.....	2 30 30 a.m.	Xantha.....	1 0 0 p.m.

The others came struggling in at all hours.—Old Arrow won the prize, and proved superior to the new handicraft.

We should state that nine other vessels had entered for this race, but declined the contest.

ROYAL HARWICH YACHT CLUB REGATTA.

THIS club is in a very flourishing condition, and will no doubt continue so whilst it possess such an excellent Commodore and Officers to conduct its affairs, and harmony and friendship reign amongst its members. The success of the last regatta is a sufficient proof of our observations.

On June 28th, the annual gathering of yachts took place, the day was delightfully fine, and the harbour was well studded with canvas-backs. The first match was for yachts of 35 tons and upwards, of any rig, belonging to a royal yacht club. The conditions provided that the first yacht should receive a piece of plate of the value of £25, presented by Sir S. M. Peto, Bart., M.P., and Mr. E. L. Betts, with a purse of £25, presented by Messrs. Lucas Brothers. The second yacht was awarded £15 (£10 presented by Mr. Michael Wills, a Liberal candidate for Harwich, and £5 by Messrs. Cox, Cobbold, and Co.)

The course was from between buoys with red flags, thence to the Beach End and Cliff Foot buoys, thence to the Cork light-vessel, thence to a mark-boat with a red flag at the Stone Bench, thence into the harbour, passing between the Beach End and Cliff Foot buoys, thence to the committee vessel, passing between her and a buoy with white flag, thence to a mark-boat with a red flag off Shotley, and thence to the committee vessel ; to leave the Cork Light, &c., on the starboard hand. This course was traversed twice, although the Committee, for the purpose of economising time, shortened the second run out to sea, by requiring the competing yachts only to round the Cork Light.

The following yachts entered :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
834	Niobe.....	cutter	40	W. Gordon, Esq.	Hatcher
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Ratey
1286	Surf.....	cutter	54	J. Tempest, Esq.	Fife
184	Christabel	cutter	51	A. C. Kennard, Esq.	Aldous

The start was to taken place at 11h. 45m., but it was not effected till 12h. 47m. The delay, which was a somewhat provoking one, was occasioned by the Volante and the Christabel taking their stations in advance of the line, and refusing to drop astern. When the signal was at last made to start, the Christabel, which had the most leeward berth, was the first to cover herself with canvas. As soon as the Niobe had

her mainsail out, up went her topsail, in which act she was followed by the Christabel, which stood over to the Suffolk shore. The Surf did not get up her topsails very well, and fell into the fourth place. Both the Surf and the Niobe made over to the Essex shore, and when they came about the Christabel had a long lead. In this order the yachts stood out to sea, when for some little time their relative positions could not be discerned. When they reappeared and passed the committee vessel in the run up to Shotley, it was found that the Christabel had lost the lead and fallen into the third place, the time being noted thus :—Niobe, 2h. 39m. 15s.; Volante, 2h. 40m. 50s.; Christabel, 2h. 41m.; Surf, 2h. 49m. 45s. Both the Niobe and Volante carried balloon canvas, but in running up towards Shotley and back they were, nevertheless, overhauled by the Christabel. The first round closed thus :—Christabel, 3h. 20m. 20s.; Niobe, 3h. 20m. 40s.; Volante, 3h. 22m. 10s.; Surf, 3h. 30m. 15s. The match was thus a very interesting one at this point, but when the yachts were again returning from sea, it was obvious that one of the competitors, the Volante, was *hors de combat*, having carried away her topmast and gaff, so that she had only her jib to rely upon. The three others passed the committee vessel for the second time in the following order :—Christabel, 4h. 54m. 15s.; Niobe, 4h. 57m.; Surf, 5h. 9m. 15s. The Christabel had thus a lead of 2m. 45sec., but as she had to allow the Niobe 5½ minutes, the latter was still virtually the winner. In the run up to Shotley and back the Christabel lost a little of her advantage instead of improving it, although it was in this part of the first round that she went to the front. The second round, and by consequence the match closed thus :—

	h. m. s.		h. m. s.		h. m. s.		
Christabel.....	5 30 5		Niobe	5 32 5		Surf	5 47 20

The Christabel having to allow the Niobe 5½ min., the latter won by 3½ min.

The second yacht match was for a piece of plate of the value of £50 presented by Mr. J. Kelk, Conservative candidate for Harwich, and one of the contractors for the building used for the International Exhibition of 1862 ; this was sailed for by yachts of between 15 tons and 35 tons of any rig. Capt. Bennett, Vice-Commodore, added 5 sovs. for the second yacht. The following entered :—

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders
1382	Vampire.....	cutter	19	T. Cuthbert, Esq.	Hatcher
285	Dewdrop.....	cutter	17	M. Formby, Esq.	Bailey
947	Queen	cutter	15	Capt. Whitbread	Hatcher

The match did not fill in the first instance, the Queen having been originally entered for another affair. It was agreed, however, that Capt. Whitbread should transfer his entry to this match. The Vampire had the central station, and was the first to set her canvas ; she stood over to the west. The Dewdrop was the next to get her canvas up ; she made little or no way however, and was soon left hopelessly astern. An excellent race followed between the Queen and the Vampire, the Queen obtaining a lead which she gradually increased. The Queen passed the committee vessel for the first time at 2h. 52m., the Vampire following at 2h. 53m., and the Dewdrop at 3h. 19m. The Dewdrop did not complete her first round, but the others accomplished it as follows :—Queen, 3h. 31m. 45s. :—Vampire, 3h. 34m. 30s.

The yachts passed the committee vessel, which we should, by the way, have stated was the Great Eastern Railway Company's steamer Atalanta :—the Queen at 5h. 10m. 40s. and the Vampire at 5h. 15m. The match finally closed thus (the Vampire, in the run from Shotley, gaining to some little extent upon her opponent) :—

	h. m. s.		h. m. s.
Queen	5 46 40	Vampire.....	5 54 0

The Queen was entitled to an allowance of 2min. from the Vampire ; she consequently won by 5min. 20sec.

The third match was for schooners not exceeding 35 tons ; it was agreed, however, to make an exception in favour of the Reverie. The prize was a piece of plate of the value of £20, presented by the Commodore, Mr. J. Goodson, with £5 added for the second yacht by W. H. Shaw, Esq. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Ton	Owners	Builders
1468	Waterwitch	schooner	23	H. Allenby, Esq.	Aldous
60	Ariel	schooner	12	T. M. Read, Esq.	Halliday
971	Reverie	schooner	41	J. Courtauld, Esq.	Steele & Co.

The Waterwitch was very smart with her canvas, and went off with the lead on the starboard tack, the Ariel following her in the same tack. The Reverie went to leeward of the committee vessel, on the port tack, it was decided, however, that this should not be regarded as an infringement of the rules. The Ariel, which was admirably handled, and which is the smart craft formerly known as the Little Yankee, obtained a good lead, and passed the committee vessel for the first time at 3h. 24m. 20s., the Reverie following at 3h. 38m. 20s., and the Waterwitch at

3h. 43m. 10s. The first round closed as follows:—Ariel, 4h. 7m. Os., Reverie 4h. 12m. 12s., Waterwitch 4h. 30m. 20s. The match finally closed as follows:—

	h. m. s.		h. m. s.
Ariel	6 31 20	Reverie.....	6 34 25

The Ariel having no less than 14½m. to claim from the Reverie, thus won by 17½m. We should have noted that these schooners had started at one o'clock, the second series of cutters having got underway at 12h. 52m.

The fourth match for £25 between yachts not exceeding 15 tons; first to receive £20 and the second £5, which latter sum was given by E. Packard, Esq. The following entered:—

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
309	Dudu	cutter	15	Baldock & Rudge, Esq.	Hatcher
853	Octofoon	cutter	12	F. H. Le Mann, Esq.	Hatcher
625	Kitten.....	cutter	12	W. H. Clabburn, Esq.	Harvey
1478	Waveney	cutter	16	T. Lucas, Esq.	Westerway
208	Colleen Bawn	cutter	12	G. Aubrey, Esq.	Halliday
1053	Satanella	cutter	15	Capt. Bennett.	Aldous
205	Dione	cutter	12	T. Field, Esq.	Harvey

The Colleen Bawn did not start; the others went off at 1h. 9m., passing between buoys with green flags, buoys with black flags having been laid down for the third match, and buoys with white flags for the second match. The Dione was the first to set her topsail, but the Dudu, which had taken the lead, soon followed her example. Nearly all the yachts stood over to the Suffolk shore. The Satanella was the first to go about; the Kitten was at this time second, but she was soon after passed by the Satanella to leeward. Shortly afterwards the Octofoon also passed the Kitten to leeward, and in this order they stood out to sea; Dudu first, Satanella second, Octofoon third. The yachts on returning from sea passed the committee vessel as follows:—Dudu, 3h. 12m. 35s.; Satanella, 3h. 14m. Os.; Dione, 3h. 20m. 20s.; Octofoon, 3h. 22m. 30s.; Kitten, 3h. 28m. 30s.; Waveney, 3h. 34m. Os.,

The contest between the Satanella and Dudu became closer in the run to and from Shotley, and the interest of the match was thus maintained in a very exciting fashion. The first round closed thus:—Dudu, 3h. 53m. Os.; Satanella, 3h. 53m. 25s.; Dione, 4h. 3m. 5s.; Octofoon, 4h. 4m. 4s.; Kitten, 4h. 12m. 30s., Waveney, 4h. 18m. 25s.

There was no material change in the run out to sea again and back, although the Satanella pressed the Dudu still harder, and the Octofoon passed the Dione. The yachts passed the committee vessel on returning

from sea, as follows :—Dudu, 5h. 38m. 0s. ; Satanella, 5h. 33m. 10s. ; Octofoon, 5h. 40m. 0s. ; Dione, 5h. 42m. 6s. ; Kitten, 5h. 52m. 30s. ; Waveney, 6h. 0m. 0s.

In running up to Shotley and back the second time, the Satanella passed the Dudu, and the match closed thus—

	h. m. s.		h. m. s.		h. m. s.
Satanella	6 14 0	Octofoon.....	6 22 0	Kitten	6 38 30.
Dudu...	6 14 5	Dione not timed		Waveney	6 48 0

Immediately after the close of the match, Mr. E. Packard, who was sailing the Satanella, came on board the committee's vessel, and the protest was received from him at 6h. 28m. :—"Satanella, June 28.—This is to protest against the Dudu for—during the run from the Cork Lightship to the Beach End—luffing up under our weather and fouling our bowsprit twice.—E. PACKARD, for the owner." On the other hand, the following protest was received from Mr. Spencer King, who had sailed the Dudu—"On behalf of the owner of the Dudu, I am requested to enter a protest against the Satanella for fouling the Dudu between the Cork and the Stone Bench mark post; and again in the harbour, when the Dudu was on the starboard tack, she was fouled by the Satanella on the port tack.—SPENCER KING, for the owner." These protests will have to be considered by the committee, but, from the good-humoured manner in which they were made, it seems doubtful whether they will be proceeded with.

Rowing matches completed the day's amusements, but we have not room for them.

OULTON BROAD REGATTA.

ON Monday, 5th of June, a subscription regatta was held on the above spacious water, and drew together a large number of spectators. In former years the sports were probably more varied, but by the exertions of Messrs. Stebbings and Kemp, though only two sailing matches were provided, the interest of the spectators was well kept up to the last. A goodly number of gentlemen headed the list as stewards, and W. H. Everett, Esq., acted as umpire. The weather could not be more favourable than it was. The sun shone its brightest, and a gentle southerly breeze enabled the sailors of the numerous craft on the spacious Broad to take their pleasure on the water during the whole of the day. The umpire's yacht, and another fine yacht, which did not take part in the race, were gaily decorated with flags, and bunting was also liberally displayed from various spots on the shores

of the Broad. The excellent band of the Lowestoft Artillery Volunteers was stationed on board a barge, at a short distance within the Broad, and enlivened the proceedings by its playing.

The first match was for cutter-rigged yachts, of 11 tons, and under. First prize, £8 and the entrance money ; the second boat to save her entrance fee. To be sailed under the regulations of the Norfolk and Suffolk Yacht Club. Six boats started, viz. :—Scud, 9 tons, Messrs. Morgan ; Vampire, 10 tons, Mr. W. S. Everett ; Persia, 7 tons, Mr. G. Boardbar ; Vixen, 9 tons, Col. Wilson and Mr. Millard ; Oberon, Mr. E. K. Morton ; Lady of the Lake, 4 tons, Mr. Kemp.

The boats took up their positions a short distance above the Lock gates, and the course was thence to a buoy off the Malting, thence diagonally across to the S.W. corner of the Broad, thence to the extreme W. point of the Broad, and back again to the winning buoy near the starting point. This course was sailed seven times by this class of yachts.

A good start was made at a few minutes after twelve o'clock, the Scud leading, a position which she maintained to the close of the race. The others followed very close in her wake as they sailed up the Broad, and on rounding the winning buoy for the first time, were but a short distance in the rear. As the Oberon and Persia neared the buoy, the contest became very smart, and, on rounding, the former refused to give way to the latter, the consequence was a foul, and the chance of either of these yachts, the second and third previously, picking up the Scud, was thereby rendered very slight. At the close of the third round, the Scud had drawn away so as to round the buoy nearly four minutes ahead of the Persia, the second boat. The Oberon followed the Persia at half-a-minute's distance ; the Vixen at a half-minute in the wake of the Oberon, and the Vampire half-a-minute after the Vixen. The Lady of the Lake had no chance from the first, but very gamely stuck to the work, rounding two and a-half minutes after the Vampire. During the fourth and fifth rounds, the same order was maintained, the Scud adding slightly to her previous advantage, and the Vampire struggling bravely to pick up the Vixen. The sixth round was made as follows :—Scud, 1h. 38m. 0s. ; Persia, 1h. 39m. 9s. ; Oberon, 1h. 40m. 15s. ; Vixen, 1h. 41m. 0s. ; Vampire, 1h. 41m. 10s.

The Lady of the Lake gave up in the course of the round. Although it was quite obvious that the Scud would be the winner, the seventh and last round was one of the most interesting, from the stiff contest that ensued between the Vixen and the Vampire. Every attempt was

made by the latter to pass the former, but for a long time without avail, and they sailed for some distance side by side, but on the return a slight advantage was gained, and the little Vampire succeeded in her struggle, rounding a few seconds before the Vixen. The Scud rounded at 1h. 48m., taking the first prize, and the Persia at 1h. 55m., taking the second prize. This match was the first in which Colonel Wilson's new boat, the Vixen (built by Mr. Brighten, of Coldham Hall), took part, and though her lines look very good, yet she did not maintain the position which might have been expected, a result, it was said, due to her having too little ballast.

The second match was for 14 feet cutter-rigged boats, belonging to the Suffolk Model Yacht Club. First prize, £4; second prize the entrance money. The following boats started:—Reindeer, Mr. H. Reynolds; Rosalind, Mr. J. Hogg; Volunteer, Mr. J. J. Fuller; La Chasse, Mr. W. Oxley; Eclipse, Mr. W. Bemment.

A sixth boat was started to make up the required number, but did not go the first round. The Suffolk Model Yacht Club has been in existence less than twelve months; all the boats were new and untried, and, belonging to young men living on the banks of the Broad, the match excited great interest among those residing in the district. The course was the same as for the first-class yachts, four times round.

A pretty good start was made at 2h. 35m.; Eclipse forging ahead, some of the in-shore yachts being too much to the windward. Eclipse had increased her advantage to about three boats' lengths, when her bowsprit snapped, and she was compelled to retire from the race. The buoy was rounded in the following order, the several boats being very near each other:—Rosalind, Reindeer, La Chasse, Volunteer. The second round was a splendid race between the four boats, Volunteer, after gallant exertions passing La Chasse, and following very closely in the wake of the Reindeer. The second round was made by Rosalind at 3h. 7m., the rear being brought up by La Chasse at 3h. 8½m. At the close of the third round, Rosalind passed the buoy only 40 seconds before Reindeer, which was followed by Volunteer in 15 seconds and by La Chasse in 35 seconds. The excitement of the race was thus kept up till, in sailing, the fourth and last round, Reindeer broke her bowsprit, and retired.

The gun was fired as Rosalind rounded the winning buoy, at 3h. 40m., thus taking the first prize. The second prize was taken by Volunteer, which rounded the buoy at 3h. 41m.

After this match had been concluded, large numbers of the spectators betook themselves to the water, and the Broad soon became a scene of

animation of a different character from that of the earlier part of the day, rowing boats being more common than sailing ; the amusement was thus kept up till the close of the day.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 1st June, at its house John Street, Adelphi; Thomas Chapman Esq., F.R.S., v.p., in the chair. Mr. Lewis, the Secretary, having read the minutes of the previous meeting, a reward of 13*l.* was voted to the crew of the Institution's life-boat at Whitby, for putting off through a heavy sea and rescuing nineteen persons from the *Maria Somes*, of London, which was totally wrecked on the rocks off Whitby, on the night of the 9th ult.

A reward of 4*l.* was also voted to the crew of the Institution's life-boat stationed at Moelfre, Anglesey, for going out and saving a man from a ship's boat which had been carried far out to sea during a strong wind, at Red-wharf Bay, on the 16th ult. The boat had drifted a distance of five miles from the shore when she was fortunately overtaken by the life-boat.

Rewards amounting to 12*l.* 10*s.* were also granted to the crews of the life-boats of the Institution at Cahore and Scarborough, for putting off in reply to signals of distress from vessels which did not ultimately need the services of the life-boats.

A reward was also granted to four men for putting off in a yawl and saving two other men, who had been capsized from their boat in a heavy sea off Guidore, Co. Donegal, on the 2nd ult.

A reward of 1*l.* was likewise voted to two men for going off in a small boat and saving two out of four of the crew of another boat, which was capsized in a heavy sea and broken water, on the Herd Sand, on the Northumberland coast, on the 12th March last; the other two young men unhappily perishing before help could reach them.

A letter was read from a benevolent lady, expressing her desire to give the Institution the cost of a life-boat, to be called the "Admiral Fitzroy."

It was stated that the late William Hollins, Esq., of Over Wallop, near Southampton, had left the Institution a legacy of 500*l.* consols.

Payments amounting to 1,400*l.* were ordered to be made on various life-boat establishments. A new life-boat and transporting carriage had been sent during the past month to Holy Island, Northumberland. The boat was called the "Grace Darling," after the heroine of that name.

It was reported that the Inspector and Assistant Inspector were pursuing their annual visits to the life-boats of the Institution on the Irish and Scotch coasts. A report was read from the Institution's Inspector of life-boats on some comparative trials which had recently been made at Cherbourg with three life-boats. One of the boats was built in London, under the superintendence of the Institution, for the Paris Shipwreck Society;

the two others were the inventions of French persons, and were built at Havre. The English life-boat, which is the result of great experience, had the advantage. It was reported that the subscribers to the "Dundee People's Journal," had through the proprietor, W. D. Latto, Esq., contributed 800*l.* to pay the cost of two new life-boats and transporting carriages which the Institution is about to station at Peterhead and Arbroath. Many of the subscribers to the fund are fishermen residing on the east coast of Scotland. The Rev. E. S. Corrie has also forwarded to the Institution 2*l.* 15*s.*, being the sum collected for it by an invalid boy from his friends visiting him. He is confined entirely to his couch, but he takes great interest in the welfare of the Institution. The proceedings then terminated.

LITERATURE.

UNDER THE WAVES.—The authoress of this work has conferred a great boon on the frequenters of the sea shore (especially the juvenile portion), by explaining in a pleasing manner the various marine animals found on the coast.

London :—By Annie E. Ridley; Sampson Low, Son, and Co., Ludgate Hill.

THE CRUISE OF THE FROLIC.—When we state that the author is Mr. W. H. G. Kingston, our readers will be certain the contents of the work are pleasing, thrilling, and fraught with hair-breadth escapes, which cannot fail to be acceptable to all yachtsmen fond of excitement.

London :—Sampson Low, Son, and Co., Ludgate Hill.

REGATTAS AND MATCHES.

- July 1.—Ranelagh to Chapman.
3.—Royal London Yacht Club—Sailing Match, 2nd and 3rd Classes
Erith to the Nore and back.
4.—Royal Thames Yacht Club—Sailing Match, 3rd and 4th Classes,
Erith to Nore and back.
5.—Royal Mersey Yacht Club—Regatta.
5.—Royal Thames Yacht Club—Corinthian Cup, Gravesend to Nore
and back.
6.—Norfolk and Suffolk Yacht Club—Regatta at Wroxham.
6.—Union Yacht Club—Gravesend.
11.—West Hartlepool.
12.—Royal Northern Yacht Club—Regatta on the Clyde.
14.—Clyde Yacht Club—Regatta at Helensburgh.
18.—Wells next the Sea—Norfolk.

- 18.—Prince of Wales to Chapman.
 18, 19, & 26.—Windermere.
 18 & 19.—Swansea Bay.
 19.—Prince Alfred Yacht Club.
 19.—Royal Dee.
 22.—Ranelagh-Battersea.
 25.—Yarmouth Roads.
 25 & 26.—Royal Cork Yacht Club—Regatta.
 26 & 27.—Royal Yorkshire Yacht Club—Regatta.
 27.—Walton-on-the-Naze.
 28.—Woodbridge.
 30.—Ipswich.
 31.—Bray Regatta.
- Aug.** 1.—Royal Squadron—H. M. Cup.
 1—Southampton Regatta.
 1 & 2.—Windermere.
 2—Royal Irish Yacht Club—At Kingstown, and following day.
 3—Royal Squadron—Handicap.
 4—Royal Squadron—Cutter Match.
 8—Norfolk and Suffolk Yacht Club—Regatta at Oulton.
 8—Royal Victoria Yacht Club—Rye Cup.
 9—Royal Victoria Yacht Club—First Schooner and Cutter Match.
 9.—Royal Dee—Chester.
 10—Royal Victoria Yacht Club—Second Schooner and Cutter Match.
 10.—Brighton.
 10.—Lowestoft.
 11.—Worthing.
 12 & 13.—Prince Alfred Yacht Club—Matches.
 14—Royal Victoria Yacht Club—Third Schooner and Cutter Match.
 14.—Royal Welsh.
 15.—Southsea and Portsmouth.
 17—Royal Victoria Yacht Club—Messrs. Broadwood and Morice's prizes.
 18.—Royal Victoria Yacht Club—Commodore's Cup.
 22.—Torbay.
 22 & 23.—Royal Western Yacht Club—Plymouth.
 25.—Folkestone.
 28.—Temple.
 30.—Dover.

NOTICE TO CORRESPONDENTS.

A WELLWISHER.—We shall notice, in a future number, the correspondence that has appeared in "*Bell's Life*," respecting "*Yacht Signals*" and "*Hunt's Universal Yacht List*," our pages at present being occupied with the racing records of the season.

All Communications to be addressed to 6, New Church Street, N.W., London.

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HUNT'S YACHTING MAGAZINE.

AUGUST, 1865.

THE CRUISE OF THE CUTTER BREEZE IN CANADIAN WATERS.*

CHAPTER VI.

AUGUST 18th, got under way at 4h. 30m. a.m.; frost on the deck again, when we got outside of Wapoos we passed the Arrow of Cobourg at anchor,—all on board asleep. We started the trolling lines but caught nothing; breakfast at 6h. 30m. As we passed the last point of Wapoos, Woopos, Baboos, or whatever it may be, the breeze came up fresh from the S.S.E. We passed the outer Drake, a low island covered with trees, and inhabited by a few fishermen, and a farmer or two; then bore away a trifle and went to the northward of Stoney Island, when we left this astern we were fairly in Sacket's Bay, our course lay straight across to Sacket's Harbour. On either side stretched a deep inlet; that to the south, called Henderson's Bay, curves far up into the country between steep banks covered with gloomy pine. At the entrance lay three or four rocky pine clad islets, and on its inland extremity is situated the village of Henderson. On the other hand Chamean Bay, winding round Point Peninsula, runs seven or eight miles to the northward, and loses itself in a marsh through which an intricate channel some three feet deep extends to the St. Lawrence beyond

* Continued from page 296.

Kingston. Here Burrel told us Bill Johnson, a notorious river patriot rebel and free booter of, 37, found refuge and successfully concealed himself—his daughter having eloped some time ago, he followed her and she shot him as he attempted to knife her lover !

The yankee coast of the lake appeared to us to differ from the Canadian, in the shore being higher and possessing a back ground of lofty blue table land, part of the Catskill range I fancy. Sacket's Harbour is a small bay with a wharf run out from the southern extremity—on the end of this wharf is a huge shed covering a 120 gun ship newly built, we rounded this and entered the harbour. As we were about to luff up and anchor we grounded on a shoal in the middle of the port of the U.S. government—their only arsenal on the lake too—her stern held fast so we all rushed out to the end of the bowsprit, and as she floated the main-sheet was eased off, so we cleared it comfortably, anchored inside it, sent down the sails and lay with the stars and stripes at the mast-head, and the yacht club ensign—(blue ensign with crown in fly) lashed to the topping-lift.

We found ourselves anchored nearly in the centre of a wretched little harbour, lined with rotten quays and rotting vessels. One large schooner on the stocks and another smaller one newly launched, were the only signs of real shipping about the place. On our left as we entered the harbour was a big barrack on high ground; remains of a breastwork along the edge of the low cliffs here and there, gave it the semblance of being fortified but we saw no guns. In front was the town, and on the right the wharf with the ship house, and behind it a small promontory with a few good houses on it. As soon as we had made ourselves decent we proceeded ashore; the custom-house was opposite us and we landed just below it. To our left was what appeared to be a guard-house, from the number of soldiers lounging about—a long-haired round-shouldered dirty set of fellows they seemed: the custom's office was shut up, but a contiguous loafer 'guessed the officer was to the ho-tel': this being close by we proceeded thither, and found a large square house with soldier-pervaded verandah, but no excise office. Up and down the single street of Sacket's Harbour we searched for a butcher; all in vain! One store labelled "meat shop" we called upon, but it was closed; a fearfully dreary place it seemed to be, two thirds of the shops shut and no one in the remaining ones. All

over the town, clustering in knots at the hotel loafing, chewing, and liquorizing, we found soldiers; they belonged to a corps being raised in the county, whose head-quarters was at the barracks on the hill: their costume consisted of black felt hat looped up on one side with black feather on the other, and gilt cross muskets in front; blue jacket with yellow braid, and blue trowsers with yellow stripes; pink stripes we saw too, but I incline to think they were not regimental. Their boots were of many patterns and some wore spurs, they were called the Mc'Clellan cavalry, but were not horsed as yet: saving these we hardly saw a man in street, and but very few women, nothing approaching to a lady: several niggers there were, and particularly careful they were to get out of the way of the soldiers. The attractions of the town were soon exhausted; the hotel large dirty and bad produced no beer. Then we visited the big ship, clambered up from deck to deck by flights of stairs, and at last emerged in a small look-out station on the top of the building, whence there was rather a fine view.

When we came down I carefully stuck my knife into occasional timbers, and satisfied myself that she was not good for much, she is in fact rotting from old age. During our last war with the States she was begun, with the design of driving all before her on the lakes, but peace came before she was finished; and, as one of the stipulations of the treaty provided that neither power should build or keep ships of war on the lakes, she has remained in *status quo* ever since. Having done with the big ship we strolled on the point and back to town,—more rambling in search of food: we succeeded in procuring eggs at a linendraper's or dry goods store, where they also sold looking glasses, beads, and pen-knives:—we also talked to the man at the store who had been wounded in the foot at some battle, in “the Peninsula.” The prevailing desolation of the town is attributable to the fact of the county in which it is situated, having sent 2,500 men to the war already. Fred D—, and I strolled a little way out of town, the others joined us and we soon came to a neat wooden church with the door open; of course we went in, and caught a boy who came to “fix” the windows playing on the organ; H— relieved him, and while he was indulging in music I strolled about the church: on the altar I found an old *Illustrated London News*. As soon as we got through with the church we voted Sacket's Harbour “played out.” and returned on board. On the hill round the

town there are a few good houses which look desolate, and the gardens round dishevelled and untidy. A steak had been raised for dinner but it was tough, chickens of Wapoos tender. F. D—, went on shore after dinner and reported the arrival of more soldiers at the hotel ; much drinking and low discipline : we heard shouting, cheering, and a low cursing sort of noise. We slept in peace however, till the steamer from Ogdensburg arrived. The swell she made in the little harbour caused us to bump on the bottom : we had expected W— in this boat but he did not turn up.

August 19th.—Rose at seven, pulled to the ship house and bathed : on the other side thereof the water was shallow. The stones at the bottom were slippery but very sharp, they caught it from living so long with the yankees. An elderly party warned us against bathing there again. It blew heavily from the south-west, so we were unable to get out of harbour. After breakfast lay down and read ; as soon as lunch was over we went ashore, but did not rig ourselves out to such an extent as we did the day before—our first visit was to the custom's office, the head of which intercepted us on the wharf. He was civil enough and tolerably gentlemanly for a yankee ; the Breeze belongs to the Thames Yacht Club, and the Commodore carries an Admiralty warrant, exempting him from all harbour dues ; this considerably surprised our excise friend, and he was much confused as to the law. He said at last he would write to the secretary² of state at Washington on the subject; not knowing much of yacht clubs he had concluded that we came straight out, and remarked that the Breeze looked small to cross the Atlantic. The Commodore replied, that she was a good sea boat and asked him to come on board in the evening—he accepted but did not come. When we left the office he took us into a long shed, where were stowed immense boxes, containing all the curiosities accumulated by Commodore Tatnall, U.S.N., in his cruise to China and Japan. When Tatnall joined the south these were seized by the yankee authorities, and our friend had the duty of opening every case, and making an inventory of its contents. The only thing we saw was a pair of shells, a kind of scallops of an enormous size, weighing together 350 lbs., about a yard long or more, and twenty inches across. An old U.S.N. officer seeing them, remarked they were the largest he had ever met, with except a pair which adorned the door-posts of a Feejee chief.

Commodore Tatnall was the man who remarked "blood is thicker than water," when he sent his boats to assist the wounded in our repulse at the Pei-tso ; he was stationed at Sacket's Harbour for some time, and they still speak of him with affection, in spite of his defection to the rebels.

We walked over the hill to the S.W., and got a peep at Henderson's harbour. Our path was through a newly reaped corn field ; enough laid about to make the fortune of an English gleaner, but here it was worth nobody's while to pick it up : turning back we skirted the rear of the town, and reached the gate of the fort ; a sentry leaning on an old Brown Bess permitted us to enter. I asked for the officers' quarters, eliciting in reply the most laughable "haow ?" possible.

Passing through the gate we found ourselves in an irregular enclosure of rotten pallisading : beyond lay the barracks forming three sides of a square. On the lake side was a large stone building used as a Quarter Master's stores. A lazy kind of drill was going on outside the barracks. Walking a long the upper side of the quadrangle, we arrived at the orderly room were we introduced ourselves to Colonel Lord, commanding the regiment. A keen handsome faced soldierlike figure, and abruptly civil in manner : being up to his eyes in business he apologised for not being able to attend to us himself, and introducing one of the captains desired him to show us over the fort. With this captain, Heyworth I think his name was, we became very good friends ; he was a tall goodlooking fellow about two and twenty, the son of a farmer near Ogdensburg. He had been first Lieutenant in the regiment in which Lord was Lieut.-Colonel, and the latter being sent to raise and command a new corps, he followed him with the rank of captain ; frank and pleasant but unmistakeably yankee he impressed us favourably. By himself he had raised 85 men and had only come into head quarters two days before. Under his auspices we made the tour of the fort, which consists simply of the barracks enclosed in pallisades on the landside, and here and there low earthen breastwork towards the lake. A line of batteries here and a few heavy guns on the promontory at the other side of the harbour, would be sufficient to secure the harbour against attack by sea. Resting on skidding in a nook of the breastwork we found some old guns, howitzers and mortars of strange pattern and totally unserviceable. As I expressed a wish to see the

quarters we went upstairs into a barrack room. Several men were lying on their beds—wooden trays on posts about $4\frac{1}{2}$ feet high, playing cards; no standing to attention or respect of any kind to their officer, they stared lazily at us when we entered. When we left the port several soldiers, some rather drunk than otherwise were lounging about the gate, one addressing the captain, asked "Say Jack! do you muster in to-morrow?" This man was sober, and Heyworth meekly replied "Yes."

On the outskirts of the town we noticed a block house similar in construction to two there are in Toronto. At the dock we found an old sailor working on the schooner just launched, which he owned, commanded, and helped to build. He talked big about his knowledge of the ports on the lake, and prized himself in being the possessor of a certain book of them, which he described. H—, quietly took him down by informing him that the Commodore was the author thereof. After dinner F. D—, H—, and I went ashore and entered the hotel; I noticed that the recruits of the regiment had put down their names, places of residence too all right. Under the head of destination, with a fine prescience they put "Hell." We met Capt. Heyworth, our friend of the morning, and invited him to come on board, he introduced us to Capt. Smith, the doctor, and the commissioned officer, whom they call contractor of his regiment, so we extended the invitation to them. First making us all drink at the bar with them, they followed us to the wharf—arrived on board we ushered them below, introduced them to the Commodore and supplied them with smoking and drinking appliances; we produced some good strong brown sherry and served it out in tumblers. The contractor remarked as he sipped his allowance, "I wanter know! this is fine drink, what do ye call it?" Heyworth with much contempt replied "Say now have you never tasted sherry wine?" The doctor and contractor were loud and snobbish, the soldiers civil, quiet, and ready to give us any information in their power. I had a long talk to Capt. Heyworth, who had served under McDowell, McClellan, Pope, and Hooker; the raw levies he commanded at Autietau gave him considerable trouble when they were first under fire. He only kept them in the ranks by threatening to shoot them if they bolted, they grumbled and guessed he was no better than they to home, but stayed nevertheless; next time they behaved very well. The niggers did not

make bad soldiers, they stood round shot fairly enough but always bolted at shell, which they called rotten shot. On quitting his old regiment he had spent a few days at home on leave; at first it was well enough, but his true home he said, was in the army. The house was very clean and tidy, and his mother looked nice by the fire side; but he longed to get back to the trumpets, and the noise and "the boys raising hell around generally." A significant fact, already 700 men were enrolled in the new regiment, chiefly agricultural labourers, fine hardy fellows between 18 and 45: the wages of a farm hand are about 75 cents a day, on entering the army they get 500 dollars, 300 of which is paid down; their pay is 25 dollars a month, in addition to which they receive 40 dollars a year for clothing and a free kit. No wonder that, as he said they enlist freely, non-com. officers get their stripes by enlisting men, their rank being proportionate to the number they raise. If they misbehave themselves it is easy to reduce them to the ranks, so the system works well: this regiment was for service in North Carolina. Before leaving our visitors invited us to dinner next day; we accepted provided we remained long enough. We turned in at eleven, Fred D—, and I had a philological argument; he was strongly phonetic, I hurled French and Max Muller at him, but he did not mind, so I went to sleep. Roused as before by the steamer from Cape St. Vincent.

August 20th.—All hands made sail at 3h. 30m. a.m., off at four, sails just drawing with a light wind, turned in again—woke once and found it dead calm so we slept till seven, then up and found Sacket's Harbour out of sight.

At last O Sacket's ! Fare you well !
At last—at last we've burst the spell
That chained us in thy rotting port,
Between thy rotten ships and fort—
The languid weariness, doleful dreariness
That hung, like a mist about thy street ;
Thy drains all stinking, thy soldiers drinking,
Cursing and loafing the whole day through—
Where every man that we chanced to meet
Seemed looking for something or some one to do ;
Where women were sighing for drafted males,
And the very dogs seemed ashamed of their tails.
The pride of thy town is utterly dead ;
In grave clothes of dirt and ashes 'tis laid out—
There's nothing to do then but turn into bed,
Farewell—Sacket's Harbour, thou'rt thoroughly played out.

Douche bath, breakfast, pipe and log up ! We went out slowly through the water, close hauled, with a light southerly wind till about eleven ; the sky looked bad, black clouds, rolling up all round and light scud drifting overhead. We took in jib and mainsail, light puffs followed in quick succession from S.W., N.W. and N.E., then the squall came fierce with rain and wind from N.E., and we ran before it. The sea got up at once and it became advisable to bring the skiff on board ; in getting her alongside however she swamped, and tore away ; we were obliged to run on and leave her. As we sighted Oswego the wind fell, so we set the mainsail and got in at 1h. 5m. p.m. This city looks well from the water, on the east side of the town is a fort which commands the harbour; as nearly as I could judge it is about 120 feet above the lake, built on an irregular pentagon, at each angle a bastion with one embrasure in the flank, no barbette guns visible. The exterior slope of the parapet is revèled with wood, there is a ditch and glacis but no outworks : buildings like barracks occupy part of the enclosure; crowds of gaily dressed people thronged every available space of the fort and beach below—an excursion from the country we found afterwards. The piers at Oswego run out into the lake, they are built of the usual cribwork and planked ; within the harbour to the west is a small island of cribwork, covered with storehouses ; &c., that look very strange with masts surrounding them on every side. Higher up the harbour contracts to a river flowing between quays; those in the west being lined with stores and hotels, while on the east a fantastic street of elevators, many coloured, clumsy and deformed, rise high above the loftiest masthead in the stream. The river Oswego, the outlet of Lake Oneida, has a fair sized channel, it is deep and full, with a strong current. We sailed up the harbour to where a large iron bridge spans the stream, and after much difficulty, succeeded in getting a berth on the west side astern of the schooner Carthaginian, 500 tons;—and outside a barge manned by French Canadians, that was loading with planks. W— stepped aboard as we touched, and it began to rain, and continued till night ; as soon as we had tidied ourselves I went to the hotel when W— gave me letters from home, he had brought from Toronto. The city of Oswego is pretty equally divided by the river, the eastern half is paved and flagged like English towns ; the west rejoices in broad walks still.

On both sides the shops were poor—one bookstall advertised “Harper for September,” W—, bought it, and found it was September indeed, but 1862 ; he was disgusted, but it was a cute idea nevertheless. He had been at Oswego waiting for us, and at the hotel had made acquaintance with a party of young ladies who had come from Rochester to sing at a concert : they were under the charge of their professor and one or two other enterprising yankees, and through them W—, picked up a circle of friends at the hotel, rather numerous than select. He, H—, and Fred. D—, went to the concert and came back riotous at a late hour. I had turned in long before and slept none the worse, for the sound of the constant rain on the deck.

(To be continued).

ROYAL LONDON YACHT CLUB MATCH.

This club wound up its aquatic season July 3rd, and deep regret was expressed by all who love a flowing sail, and a spanking breeze, that old Boreas should have been idle on the last day, after tantalizing on previous occasions.

There were two classes of yachts engaged on this occasion, and good prizes provided. For the second class, above 10 tons and under 25 tons, a splendid silver vase, value 30 guineas, for first vessel, and £10 to second. For third class, 10 tons and under, an elegant silver cup, value 20 guineas, for first vessel, and £5 to second.

The following came to the moorings :—

Numbered as in Hunt's Universal Yacht List for 1865.

No	Name of Yachts	Rig	Tons	Owners	Builders.
SECOND CLASS.					
309	Dudu	cutter	14	Baldock and Rudge	Hatcher
1882	Vampire.....	cutter	19	T. Cuthbert, Esq.	Hatcher
853	Octoroon.....	cutter	12	F. Le Mann, Esq.	Hatcher
1053	Satanella	cutter	15	P. Bennett, Esq.	Aldous
THIRD CLASS.					
832	Nikomi	cutter	6	Captain Boskey	Stow and Son
23	Algerine.....	cutter	10	F. Rosamond, Esq.	Payne
1293	Surprise	cutter	8	S. Harwood, Esq.	Wallace
529	Gipsy	cutter	10	T. Fuller, Esq.	Stow and Son

The Kitten, Colleen Bawn, and Dione were entered, but did not start. The course was intended from Erith, round the Nore Light and back, and the time for tonnage in each class was half-a-minute.

The Queen of the Thames steamer was chartered on this occasion,
no. 8.—VOL. XIV.

and the worthy Commodore, (A. Arcedeckne, Esq.,) with the indefatigable Secretary, (T. Gregory, Esq.,) were as usual present to greet all comers. The yachts were ranged in two lines in the old place abreast of Erith church, their crews watching anxiously for a breeze, which was not forthcoming, therefore under this disadvantage the start took place at 11h. 30m. The Octoroon and Algerine were first off, followed by the others with every stitch of canvas allowed by club rule set to woo the light air ; they slowly drifted down the Rands, aided by the tide. To show the calmness of the day, the Octoroon quietly laid herself alongside the Whirlwind yawl, which lay off Purfleet with her sails hanging in folds. A slight puff of wind assisted Dudu and Vampire into Long Reach, and when nearing Stone Ness Point, the wind increased a trifle, which Vampire particularly benefited by, as she shot ahead followed by Dudu ; Octoroon and Satanella nearly abreast, then Gipsy and Surprise, with Algerine in the rear. It would be uninteresting to go through the details of the many changes that took place, first this, then that led, according as they got a flaw, or were aided in the tideway. By great patience the steamer accompanied them into the Hope, and then going a short distance ahead, dropped anchor, for the vessels to round, which they did as follows :—

	h. m. s.		h. m. s.		h. m. s.		
Octoroon.....	2 39 0		Algerine.....	2 44 51		Gipsy	2 45 0
Vampire	2 42 40		Surprise	2 44 53		Nikomi.....	3 5 30
Dudu	2 44 50		Satanella	2 44 55			

They rounded on the last of the ebb, with just sufficient wind to give them steerage way. In beating through Gravesend Reach, they were assisted by a few puffs, and Vampire had the lead in Gray's Reach, which she maintained through Fiddler's, but in Long Reach the five leading vessels alternately changed places,—each being premier in turn, viz., Octoroon, Vampire, Algerine, Dudu, and Satanella. The breeze freshened, and in the Rands, a struggle ensued between Octoroon and Vampire; as they neared the flag-buoy it was very exciting and the only time throughout the day at all interesting. The following were the arrivals :—

	h. m. s.		h. m. s.		h. m. s.		
Octoroon.....	5 0 20		Algerine	5 1 20		Surprise	5 20 30
Vampire	5 0 35		Satanella.....	5 2 0		Nikomi.....	5 50 30
Dudu	5 1 15		Gipsy	5 11 30			

Octoroon was hailed the winner of the first prize, and Dudu the second in their class, by time ; and Algerine received first prize in third class, and Gipsy second. From the time recorded in going such a short distance, about 28 miles in all, our readers may rightly conclude that it was a very slow affair. King Dan again guided the winner.

ROYAL THAMES YACHT CLUB MATCHES.

ON Tuesday, 4th July, the third class cutter race was appointed to come off for a prize of the value of 40 sovs., presented by the club—to yachts under 20 tons, and above 12 tons; course from Erith to the Nore and back. Half-a-minute per ton allowed for difference of tonnage. The following entered :—

Numbered as Hunt's Universal Yacht List for 1865.

No.	Name of Yachts.	Rig.	Tons.	Owners.	Builders.
1382	Vampire	cutter	19	T. Cuthbert, Esq.	Hatcher
309	Dudu.....	cutter	14	Capt. Baldock & Rudge	Hatcher
625	Kitten.....	cutter	13	W. H. Clabburn, Esq.	Harvey

The latter vessel did not start, and we heard several reasons assigned. The race therefore being confined to two, a great part of the interest in the match ceased. There was an excellent breeze from about S.E., and when the starting gun fired at 11h. 45m. Vampire was soon covered, her jib, foresail and mainsail appeared to rise simultaneously; Dudu also altho' apparently shorthanded showed much activity, and certainly had the mainsail first set. She also hoisted a jib-headed topsail which most undoubtedly did her more harm than good. They both stood over to the North Shore, Dudu led till near the end of Rands Reach, when the Vampire slipped past her to windward and took the lead into Long Reach, and shortly after hoisted a jib-headed topsail. Everything looked fair for a good contest, yet it was soon evident that Dudu's large jib, which set very badly, was not only with her topsail, burrying her, but retarding her progress—the Vampire of course profited by her opponent's difficulties and increased her lead. They continued in this state for some time, when in Gray's Reach, a loud report was heard, and looking instantly at the Dudu it was discovered she had carried away bowsprit, which snapped short off, owing to a galvanized block of the weathermost shrouds breaking, and such was the shock that for the moment it was thought the vessel herself had "turned turtle". She was a mere wreck, and had to be towed to Gravesend. Had her owners, who were both on board, shifted the huge jib for a smaller in Rands Reach she would have done much better, and perhaps the accident avoided. It looks very pretty when a vessel ploughs *through* the water, careering in a strong breeze, and dashing the spray aloft; but it does not require any consideration to choose between her and the one who *glides* over the water, and thus avoids a very great impediment to her speed.

C. Tatham, Esq., who was commander on this occasion, in the absence of the Flag Officers, directed the club steamer, Queen of the Thames, to proceed towards the Nore, leaving the Vampire, which was taking it very coolly to follow ; the Great Eastern was moored some three or four miles below, and orders were given to Captain Mills, for the steamer to round her. The Queen brought up alongside, and on Mr. Tatham stating the name of the club, the Captain of the Leviathan gave permission to all hands to enter and inspect his ship. Of course a general stampede took place. The band of the 2nd Life Guards, which accompanied the club steamer, went on board and enlivened the scene with their excellent music. On our return the officer of the Nore light stated that the Vampire rounded, as we understood him, at 2h. 32m. ; at all events round she went whatever the time, and we caught her as she was turning the Rising Sun point, which she hugged so close that barely water sufficient to prevent her touching was under her. She arrived at flag-buoy at 6h. 10m. The day was delightfully fine with generally a breeze adapted to much larger craft than those which started this day.

On the following day, the 5th, another match took place between Vampire and Dudu for a prize, value 50 guineas, presented by H. C. Maudslay and H. F. Smith, Esqrs. This was open to cutters, exceeding 10 tons and not over 35 tons ; half-a-minute per ton allowed, to be manned by Corinthian crews, members of a royal club, or officers in the army and navy. The course was from Gravesend round the Nore light and back.

Two other yachts had entered (the Whisper and Kitten) but did not put in an appearance. The Vampire's crew—Messrs. A. Cox (captain), T. Groves, jun., T. Cuthbert, Herbert C. Maudslay, W. Maudslay, G. W. Charlwood, J. F. Delany, J. Richardson, G. P. Cotton, and W. W. Limbert. The Dudu's—Messrs. F. Britten (captain), H. S. Davey, W. N. Rudge, S. Harwood, C. Schotel, Lieut. Britten, and Captain Baldock. Other gentlemen were expected, and their non-appearance was a sad drawback to the successful working of the vessel, as she was according to rule three hands short.

The start was from moorings opposite the Union Yacht Club, at 11h. 48m., when Dudu gained a trifling lead, the Vampire being somewhat hampered with her mainsail. However, a short time soon set matters to rights, away she went down Gravesend Reach, with all canvas set, aided by a good breeze, overhauled Dudu hand over hand, and then a

nearly beam and beam race until reaching Lower Hope Point, when Vampire gained the lead dashing ahead of her compeer, who however stuck to her work, and the wind falling light towards the end of the Hope, Dudu glided into first place; but she did not retain it long, for the Vampire on entering Sea Reach was overhauled by a breeze that sent her careering ahead, which position she kept. Dudu just below Shell Haven changed topsails and in so doing lost much way. The time rounding the Nore lightship was :—

	h. m. s.		h. m. s.
Vampire	2 0 0	Dudu	2 4 0

The wind being fresh from S.W. and the tide still ebbing they made long and short boards along the Blyth, which made it a tedious affair and poor Dudu again came to grief. In setting her topsail the sheets gave way, so it was deemed necessary to house her topmast. Vampire also shifted topsails, and after some hours hard work, they arrived at Rosherville thus:—

	h. m. s.		h. m. s.
Vampire	6 6 20	Dudu	6 21 0

The former of course was declared the winner, and this ended the Royal Thames matches for 1865.

ROYAL WESTERN YACHT CLUB REGATTA.

THERE was a great gathering of yachts and other craft on Tuesday, June 27th, at Queenstown, to partake in or witness the matches.—The prizes were good, and consequently some of the most noted clippers were at the fore.

The first race plate of the value of £75 for first vessel, and £25 for second ;—open to yachts of all rigs of 10 tons and upwards ; time race. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners.	Builders.
803	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare and Co.
619	Kilmenny	cutter	30	A. Finlay, Esq.	Fife
368	Enid.....	cutter	57	F. Scovell, Esq.	Wanhill
76	Avalanche	cutter	50	J. Wheeler, Esq.	Wheeler
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher
83	Avoca	cutter	40	Capt. H. H. O'Bryen.	Wheeler

The course was from Club Quay, round Spit Light, out to sea, round east, south, and west flag-boats, back round the Harbour Rock Buoy,

and a second time out to sea ; total distance, inclusive of turning to windward, 45 miles. The start took place at 12h. 8m., with a very light S.S.E. wind, and Avoca was off first, Avalanche second, Mosquito third, Glance fourth, Kilmeny fifth, Enid Sixth. The Enid was unable to start for upwards of five minutes after the others, owing to the spring becoming fouled. It was a dead turn to windward down the Man of War Roads. The Mosquito soon gave the others a hint of her intentions by going to the front saucily, and boldly challenging her fleet. Well she looked, and splendidly brought out—fit to sail for an emperor's life. The brave little Kilmeny was not slow in accepting the challenge, and raced up to her with a fearless determination ; whilst the Glance, Enid, Avoca, and Avalanche plumed their snowy canvas in proud confidence of their powers. Roche's Point Light was passed the first time in the following order : Mosquito, Kilmeny, Enid, Avalanche, Glance and Avoca. It was a close haul to the eastern boats, and Glance passed Avalanche into fourth place. The east boat was rounded thus :—Mosquito, Kilmeny, Enid, Glance, Avalanche, and Avoca.

Balloon topsails and jibs were next the order of the day, and they all passed the southern flag-boat just laying their course for the western boats, which were rounded in exactly the same order, save the Mosquito, Kilmeny, Enid, and Glance had respectively taken considerable leads. The Bar Rock buoy was rounded without change. Beating out to sea again, the Enid raced up to Kilmeny, collared and passed her, and then working the west shore well aboard, to the astonishment of all, wrested the lead from the redoubt Mosquito. The Avoca raced sharp up, and dashing through the Corkbeg Sound, passing between Ugly Beacon reef and the island with scarcely a breath of channel to float in, weathered the Avalanche considerably. The Glance next made a rush at Kilmeny, and a splendid struggle took place between the two, which ended in the Glance taking second place. The vessels now stood thus ;—Enid, Glance, Kilmeny, Mosquito, Avoca, and Avalanche.

The Mosquito at length got the breeze that she loves, and made a splendid burst, and a most intensely exciting struggle ensued, the Enid, Glance, and Kilmeny trying every trick of seamanship to hold their lead from the iron wonder, when lo ! to the horror of her gallant owner, and to the distraction of Timotheus Walker, her clever sailing master, the stupid lout of a pilot plumped the poor Mosquito, just in the moment of triumph, slap ashore on Canavan's Reef, just inside of Roche's Point. Fortunately there was no sea on, or the famous flying fifty had been cut off in her prime. Capt. O'Bryen, the captain of the port,

immediately gave up the race, and bore down in the Avoca to rescue her from her dangerous position, and Capt. W. D. Seymour's iron screw yacht Mystery coming up at the same time, under Capt. O'Bryen's directions, she was towed off in twenty minutes, without the slightest damage. The race was now left between Enid, Glance, Kilmeny, and Avalanche, and the same relative positions were maintained for the remainder of the race. The Enid met with another serious mishap in carrying away the tack lashing of her balloon jib, going from the eastern to the southern flag-boats, the sail blowing across and foul of the cross-trees caused her a delay of eight minutes, but for which and the accident at the start there is not the least doubt she would on this day have defeated the Glance and Kilmeny. They arrived at the flagship thus :—

	h. m. s	h. m. s	h. m. s
Enid.....	7 56 28	Glance	5 1 22 Kilmeny

The allowance of time was the same as that proscribed by the rules of the Royal St. George's Yacht Club, and the Glance was declared the winner of the chief prize, Kilmeny the second, and Enid saved her entrance fee.

The next race was for the Vice Commodore's prize, a purse of £20 for first vessel, and £5 for second, for yachts of 15 tons and under. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts.	Rig.	Tons.	Owners.	Builders.
518	Glide	cutter	14	D. Fulton, Esq.	Owner
413	Fawn.....	cutter	14	F. Holmes, Esq.	Atkinson
724	Mist	cutter	10½	Major Longfield	
7	Xnone	cutter	15	J. Corbet, Esq.	Hennessey

This was a very good match, and the time of arrival will show it was also a very close one :—

	h. m. s.		h. m. s.
Glide	4 19 0	Mist	4 46 0
Xnone	4 45 0	Fawn.....	4 47 0

The Glide won the first prize.

On the second day the first race was for His Royal Highness the Prince of Wales's Cup, selected and presented by his Royal Highness. The yachts entered were :—Mosquito, Kilmeny, Enid, and Glance. They got away well together, and passed the Western flag-boat as follows :—Mosquito, 2h. 42m. p.m., Glance, 2h. 50m., followed by Enid ; Kilmeny last. The race was unfinished, there being no wind.

On Thursday the Cup was sailed for again by the Mosquito, Enid

and Kilmeny. The Glance was disqualified by the committee for not having attempted the second round on the previous day, and having come to moorings before ten o'clock, thus virtually giving up the race. Notwithstanding this, however, two members of a most deservedly distinguished royal yacht club, in the face of this decision, went on board the Glance (her owner being absent, and who, not knowing of the disqualification, had sent down to request that a member of a royal club would sail his vessel and represent him,) and started her with the other vessels. She hampered the Enid by luffing across her bows and jamming her in on the Spit and western shore no less than three several times, and followed the Kilmeny with a pertinacity that, but for the splendid speed possessed by the latter noble little vessel, must have lost her position in the race. All she took, however, by this conduct was being soundly thrashed on every point of sailing during the day. We are extremely sorry for her owner's sake that such a line of conduct should have been pursued. We are quite sure had he been on board such a breach of all yachting courtesy would never have been allowed. The Mosquito took the lead and won as she pleased.

The second race on the second day was for all beaten yachts of 15 tons and under ; time race ; prize £10. The following yachts entered :— Mist, Major Longfield, 10½ tons ; Fawn, F. Holmes, 14 tons ; \AA nnone, J. Corbett, 15 tons. Yachts came in as follows :— \AA nnone, 6h. 26m. p.m. ; Mist, 6h. 33m., ; Fawn gave up the race.

The other races, which were eight in number, were rowing matches.

This meeting terminated in the evening with fireworks. It has not been as successful as its promoters, the Royal Western Yacht Club of Ireland, anticipated.

ROYAL NORTHERN YACHT CLUB REGATTA.

THIS club has the advantage of having for its Commodore, James Smith, Esq., of Jordan Hill, the oldest yachtsman and yacht owner, one who is practically and intimately acquainted with all the requirements of a yacht or regatta. On the 12th July, this worthy gentleman was on board the club vessel—the \AA eolus, and was very ably assisted by the Rear Commodore, A. Morrison, Esq., the stewards of the Regatta, W. Howdsworth, and A. S. Schaw, Esq., and the efficient secretary, R. Hope Robertson, Esq. The day was very fine, therefore a very numerous company attended, the shores were crowded, and the steamer, the Lochgoil, engaged to accompany the matches, had on board a large and fashionable party of members and bonnie lasses.

In addition to a large fleet of local yachts present, we observed the cutter Vigilant, C.Y.C.; schooner Lalla Rookh, C.Y.C.; cutter Storm, R.I.Y.C.; schooner Gertrude, R.C.Y.C.; schooners Pantomime, R.Y.S., and Belle, R.I.Y.C. The new schooners Selene, D. Richardson, Esq., and Aglaia, F. Powell, Esq., built this season by Messrs. Steele, made their first appearance at a regatta, and displayed great sailing powers. H.M.S. Lion was also present.

The prize for the first match was £100, open to yachts of any royal club, of 35 tons and upwards, and the following splendid fleet started:—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders
803	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
new	Fiona	cutter	78	H. Lafone, Esq.	Fife
69	Astarte	cutter	75	W. Battersby, Esq.	Day & Son
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.
510	Glance	cutter	35	J. T. Powell, Esq.	Hatcher
368	Enid	cutter	57	F. Scovell, Esq.	Wanhill

The course was from the flag-ship (*Aeolus*.) round a flag-boat off Bullwood, thence to Shoals Buoy; and back to a flag-boat off Hunter's Quay, three times round, a distance of about 39 nautic miles. The start took place at 11h. 44m., when the Fiona went off with the lead, followed by the Mosquito, Astarte third, Vindex fourth, Enid fifth, Glance sixth.

The first round was sailed without any alteration in the above order, and it was completed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Fiona.....	1 44 6	Astarte.....	1 50 57	Enid.....	1 52 5
Mosquito.....	1 44 40	Vindex.....	1 52 2	Glance	1 54 26

On the second round the Mosquito, in running up from Bullwood flag-boat, gradually crept up on Fiona, and passed her to windward when off the Commodore's yacht amid great cheering, and it was now evident that the race lay between these crack vessels; the others being well astern. A good deal of manœuvring now took place, which ended to the advantage of Mosquito, which rounded the Shoals Buoy ahead of her adversary. In beating up to Hunter's Quay, however, the great weatherly qualities of the Fiona were displayed, and she went in front of her opponent, the second round being timed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Fiona	3 52 39	Astarte	4 14 42	Enid	4 21 39
Mosquito	3 59 43	Vindex.....	4 19 53	Glance	4 23 47

During the third round the Fiona slightly increased her distance, and
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beat Mosquito by about 6m. 34s. after allowing her 4m. 10s. for difference of tonnage. They arrived as follows:—

	h. m. s.		h. m. s.		h. m. s.
Fiona.....	6 14 53	Astarte.....	6 41 49	Erid.....	6 30 30
Mosquito	6 25 37	Vindex	6 45 35		

The Glance met with an accident, and abandoned the contest.

The next match was for £30, between yachts of any rig, of 15 tons, and under 35 tons, belonging to any royal club. The same course and and same number of rounds. The following started:—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
1534	Xema	cutter	34	Major H. L. Barton	Fife
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
	Crest	cutter		J. Campbell, Esq.	
654	Lesbia.....	yawl	38	D. J. Penny, Esq.	Wanhill

The Xema went off with lead at 12h. 2m. 16s., followed closely by Kilmeny, then Lesbia, and the Crest somewhat astern. Near the Bullwood flag-boat the three first were so close that they might almost as the saying is, have been covered by a blanket, but before rounding the Lesbia passed the Kilmeny. On the run to Shoals Buoy Crest carried away her topmast, and she ultimately abandoned the race. The first round was timed thus:—

	h. m. s.		h. m. s.		h. m. s.	
Xema.....	2 1 40		Lesbia.....	2 5 25	Kilmeny.....	2 9 58

During the second round the Lesbia and Kilmeny passed Xema, which gave up. The two others passed the flagship as follows:—

	h. m. s.		h. m. s.		h. m. s.
Lesbia	4 35 23		Kilmeny	4 59 30	

In the third round the Lesbia increased her lead, and it was with much interest the contest between the two was watched. The Lesbia was allowed to sail as a 34 ton cutter, and to allow two minutes to her opponent, this she could well afford as the following time of completing the match will show:

	h. m. s.		h. m. s.	
Lesbia	7 14 41		Kilmeny	7 26 48

The Lesbia therefore was hailed the winner.

The third match for a purse of £10, open to yachts of any rig, of 8 tons and not exceeding 15 tons. Time race.

This race which was started at 12h. 30m. 3s., was contested by the following vessels :—

Numbered as in Hunt's Universal Yacht List 1865.

No	Names of Yachts	Rig	Tons	Owners	Builders
981	Ripple	cutter	8	C. Henderson, Esq.	Fife
518	Glide	cutter	14	D. Fulton, Esq.	Owner
1350	Torch	cutter	15	D. W. Finlay, Esq.	Fife

The Glide took the lead, Torch second, and Ripple last. They followed the same course as the others, but only went twice round. Glide—a famed Belfast clipper—kept the lead until she rounded the Shoals, after which she was headed by Torch and the Commodore was passed in the first round in the following order :—

	h. m. s.		h. m. s.		h. m. s.	
Torch	3 1 57		Glide.....	3 2 30	Ripple.....	3 33 10

A very fine race took place during second round between Torch and Glide, and was won by the former by about three minutes only. The winner was built last year by Fife of Fairlie.

A race for lug-sail boats won by Gipsy Queen, C. Barr, Gourock, and several pulling races took place between local crews. The whole proceedings terminated with a duck hunt, in which the duck was not caught.

On Thursday the steamer Lochgoil again accompanied the races, but as the day was showery there was not such a large company on board as upon the previous day. On board the club yacht *Æolus*, William Houldsworth, Esq., one of the stewards, officiated as Commodore, in the absence of James Smith, Esq., of Jordanhill, assisted by R. Hope Robertson, Esq., secretary. The course for the yachts was the same as on the previous day, thrice round for the two larger classes, and twice for the smallest vessels.

The first match was for a prize of £70, for schooners and yawls of 35 tons and upwards, which was contested by two vessels only as follows :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts	Rig.	Tons	Owners	Builders
497	Gertrude	schooner	68	T. Hayes, Esq.	Wanhill
654	Lesbia	yawl	37	D. J. Penney, Esq.	Wanhill

A start was effected at 11h. 47m. The Lesbia, whose jigger was

not set luffed well up after passing the Commodore, and went inside the Gantocks, the Gertrude passing outside, and the Lesbia rounded the Bullwood buoy first. The schooner then set a squaresail, and in running overhauled and passed Lesbia before she reached the Hunter's Quay flag-boat, the first round being completed as under :—

	h. m. s.		h. m. s.
Gertrude	2 21 50	Lesbia	2 23 23

The positions of the vessels varied very little in the second round, which terminated thus :—

	h. m. s.		h. m. s.
Gertrude	4 44 41	Lesbia	4 46 40

On rounding the Bullwood buoy, however, the vessels were so close that the Lesbia endeavoured to cut the Gertrude out in rounding by getting between her and the flag-boat, and a foul ensued, upon which Gertrude hoisted her protest flag. The race, which was a remarkably close one throughout, concluded as follows :—

	h. m. s.		h. m. s.
Gertrude	7 5 50	Lesbia	7 7 22

The Gertrude was to allow the Lesbia 11 minutes, but in consequence of the foul the prize was awarded to the Gertrude.

The next match was for a purse of £50, between cutters of 25 tons and upwards—Time race. The vessels which sailed the previous day competed for this, namely, Mosquito, Fiona, Astarte, Vindex and Glance. A fine start was effected at 12h. 22m., the Fiona and Mosquito being abreast (the latter to leeward,) followed by Astarte, Vindex and Glance, at almost equal intervals. The Fiona kept to windward of the Gantocks, followed by the others except Mosquito, which kept outside. Some skilful beating then took place to Bullwood buoy, some vessels making short and others long "legs," and it was rounded by Fiona in about 40 seconds in advance of Mosquito, the Glance taking the fourth position. Balloon foresails were then set and boomed out, and a splendid run was made to the Shoals. The sight of five of the finest cutters in the world going as fast as steamers before the wind, under all sail, was one which no yachtsman who witnessed it will ever forget. The first round was completed thus :—

	h. m. s.		h. m. s.		h. m. s.
Fiona.....	2 28 29	Astarte	2 33 18	Glance.....	2 50 15
Mosquito	2 30 55	Vindex.....	2 48 21		

On the second round the Fiona gradually drew ahead of the Mosquito,

which was sticking to her like a leech, and the Glance had her topmast carried away. They passed the Commodore as follows :—

	h. m. s.		h. m. s.		h. m. s.	
Fiona	4 32 2		Astarte	4 46 49	Glance	5 0 3
Mosquito.....	4 38 49		Vindex	4 56 30		

The Fiona, although the wind became light, increased her lead considerably in the last round, proving herself a clipper in all weathers. The following is the time of arrival at the goal :—

	h. m. s.		h. m. s.		h. m. s.	
Fiona	6 40 54		Mosquito	6 54 22	Astarte.....	6 57 35

The Vindex and Glance were nowhere. The Fiona won by 9m. 18s. after giving time to the Mosquito, and in this and her previous day's performances has shown herself to be the fastest cutter afloat.

The third match was between cutters of 8 tons and under 20 tons, for a purse of £20, which was competed by the following :—

Numbered as in Hunt's Universal Yacht List, 1865.

No	Names of Yachts	Big	Tons	Owners	Builders
518	Glide	cutter	14	D. Fulton, Esq.	Owner
1850	Torch	cutter	15	D. W. Finlay, Esq., MD	Fife
1807	Swallow	cutter	18	R. Pirrie, Esq.	Wanhill

This race was got off at 12h. 53m., the vessels being under small jibe and double-reefed mainsails, the Glide taking the lead, followed by Torch, Swallow third. On the way to the shoals the Torch went in advance, and when near the commodore, Swallow took the second place. The first round was completed as under :—

	h. m. s.		h. m. s.		h. m. s.	
Torch	3 22 3		Swallow	3 27 16	Glide.....	3 28 12

In the second and last round the Glide went ahead of Swallow, and the race finished thus :—

	h. m. s.		h. m. s.		h. m. s.	
Torch	5 34 4		Glide.....	5 42 32	Swallow.....	5 43 5

Torch had to allow Glide half a minute, but was an easy winner.

The time was accurately kept during both days by Mr. John M'Kenzie, Greenock.

The Committee awarded a second prize of £20 to the Mosquito.

Some rowing matches took place in which H.M. cutter Harriet's gig beat that of H.M.S. Lion, and the blue jackets of the Lion polished off the marines. A "duck" was chased by a man-of-war boat, but was not caught. The other pulling races were locally interesting only.

This aquatic tourney has fully established the superiority of Mr Fife's yachts in our waters ; and the manner in which the regatta was conducted, and the arrangements connected with it were carried out, was creditable in the highest degree to the secretary and stewards of the club.

The members of the Club and their friends, about forty in number, dined at the Royal Hotel, Dunoon, on Wednesday evening at Eight o'clock. The venerable Commodore, James Smith, Esq., of Jordanhill, presided with his accustomed cordiality, and the duties of croupiership were performed with distinguished suavity by Adam Morrison, Rear-Commodore.

After an excellent dinner the Chairman gave in glowing terms the health of the Queen, which was drunk with all the honours.

The Chairman said, in proposing the healths of the Prince and Princess of Wales and the rest of the Royal Family, it was a great gratification that the same spirit of affection and cordiality that made other families happy and respected was continually displayed among the children of the Queen. (Great applause.)

The Chairman said he had the greatest pleasure in giving the toast of the Army and Navy, and in coupling it with the name of a distinguished officer whom they were always delighted to see among them, and who was on this as on former occasions entitled to the thanks of the club for the honour he had done it by being present at its annual festival with his very fine ship. They had all observed how beautiful she looked with every rope in its place. It was a great thing that so stately a vessel should have quietly dropped in among them at the very moment she had been announced to arrive, and it was delightful to see a great mountain handled with an exactness and in a style that could not be excelled on board their tiny crafts. They were always delighted to see Captain Farquhar and his officers, and should always be glad to see them present at their table. (Great applause.)

Captain Farquhar said it was a great pleasure to see the Royal Northern Yacht Club continually advancing in the mould and fleetness of their vessels, and in their able management. The Navy were infinitely indebted to the Yacht Clubs for the training of good sailors, who were the thew and sinew of ships of war, and without their aid, men often would not be had. For three years he had been connected with the club, and he had always been received with kindness and civility. It was a great pleasure to him that he was so fortunate as again to be able to be present, for probably the last time. He was obliged by the Chairman's compliment to the appearance of his ship. She was one of a class, almost the last of the class, that had done good service in their day. What the new class would be able to do had yet to be proved, but he did not doubt those called to manage them would give a good account of whatever they were called to encounter. (Applause.)

The Chairman then gave "Yachting all over the World." At one time he was himself the only owner of a yacht on the Clyde, and he was the sole survivor of the establishers of the first Club. Now there were thousands of yachts, and they were delighted to see numerous admirable representatives of English and Irish Clubs, the fame of whose vessels was as wide as the world. He did not wonder that they found attractions in the beauty of our scenery, the safety of our harbours and the smoothness of our waters, not to speak of other attractions. (Cheers.) It would be a great pleasure to them all on a future occasion to see some French yachts present at their meeting, and if after one of their competitions they should hear of the illumination of Paris, as after the last Derby, there would be but one feeling of gratification. (Applause.) The toast was drunk with all the honours.

The Chairman said the next toast was "Their Noble Selves, prosperity to the Royal Northern Yacht Club." It was remarkable that it took its origin in Ireland, when only the Royal Yacht Squadron existed. He was the only survivor of its earliest members, and had seen it grow wonderfully in his time, till now, when it had reached a point of excellence it had never before attained. The company was largely composed of members, but he hoped their visitors and members of other clubs would accept the toast, which was drunk with all the honours.

The Commodore then presented the prizes. In the absence of the owner of the Fiona, he was happy to see present his able representative, Mr. Rowan. He regretted that they had not the company of the other winner, the owner of the Lesbia.

Mr. Rowan said he was sure the owner of the Fiona would feel proud of his vessel having beat the splendid yacht Mosquito, of which he would say that she could only be excelled by the Fiona. (Cheers.)

Mr. Thomas Richardson said he was sure he uttered the feelings of all present in expressing their extreme gratification in having in the chair their excellent Commodore. He had taken for many years a great interest in their sport, and he hoped he would be present at many more meetings. He had the greatest pleasure in proposing the Commodore's good health. The toast was received with great applause.

Mr. Smith said he had to thank them most cordially for the compliment. He looked back to his career as a yachter with mingled pleasure. He had a great love for the sea. Not naturally of a strong constitution, he owes his long life to yachting, for sixty years ago he had slept on board his own yacht. If he won any name in science, in connection with geology, he owed it to yachting; if he had acquired any position in literature, he must ascribe it to his knowledge of nautical matters; if he had been able to strengthen the evidences of our holy religion, his opportunity was afforded by his connection with his yacht. His love of sea sports had brought him much enjoyment; it had given him

"That which should accompany old age,
Honour, love, obedience, troops of friends."

He looked back on his yachting career with great pleasure, for it recalled many kindnesses and friendly associations. (Great applause.)

The Croupier said he was glad to express his great gratification with the success of the proceedings of the day, and especially the delight of the members of the Northern Yacht Club to see on their waters so many stranger yachts which admirably represented their sister clubs. He had much pleasure in coupling the toast with the health of Mr. Duncan, of the Vindex, whom they were always delighted to see among them. The toast was drunk with great applause.

Mr. Duncan said he always came to Clyde with great pleasure, and had to thank them most heartily for their hospitality. The club offered fine prizes, and it afforded him the greatest pleasure to witness the liberality with which the competition was opened to members of all clubs. On the present occasion he had had great pleasure in the competition, and he was highly gratified that the best boat had won. (Applause.)

After a few other toasts, the party broke up.

QUICK PASSAGE AND SUMMER GALE.

THE Moonbeam, R.V.Y.C. cutter, of 25 tons, P. Roberts, Esq., owner, Capt. George Parker, made a passage on Monday from Portland to Alderney. Left Portland 4h. 30m. a.m., and arrived in Alderney at 10h. 30m. a.m., with a strong wind and a heavy head sea. Left Alderney at 10h. 25m. a.m., on Tuesday with a fine breeze, so that she carried balloon sails until 13 miles S.W. of the Needles, when it came on to blow a perfect gale. The captain gave orders to haul topsail in, likewise balloon foresail, and the crew with the greatest promptitude soon righted her, and she stood again in her proper course. Ten minutes elapsed, by carrying away her bobstay-fall and bowsprit-shrouds, which disabled her gear, with a heavy sea and blowing very hard. The captain gave orders to lower the peak, which was done immediately, he keeping her away before the wind till the effect of the accident was rectified. The course was then shaped for Ryde, where she arrived at 8h. 17m. p.m. Through the whole affair only one hour elapsed by carrying away her gear. The promptitude and skilfulness shown by both master and crew deserve the highest commendation, and it is gratifying in this age of steam to find that seamanship is not yet extinct.

NORFOLK AND SUFFOLK YACHT CLUB MATCHES

THE second meeting of this rising club, was on the beautiful Br at Wroxham, on the 6th of July; the vessels belonging to the ci mustered in great numbers. The morning was very unpropitious, t rain being heavy, but towards mid-day it ceased, and a light bree from E.S.E. enabled the yachts to make some progress.

The first match was between first class yachts for a prize value £15, for which the following started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No	Names of Yachts	Rig	Tons	Owners	Port
967	Red Rover	cutter	14	S. Nightingale, Esq.	Yarmouth
1462	Waterlily	cutter	14	H. P. Green, Esq.	Wroxham
	new Syren	cutter	10	J. H. Harvey, Esq.	Norwich

The course was marked out by buoys laid round the Broad, which had to be traversed six times,—making about 12 miles. The start took place at 12 noon, and the Waterlily had the lead, being assisted by her topsail, whilst the other two were content with their lower sails. The first three rounds were sharply and closely contested, and were timed thus :—

FIRST ROUND.

	h. m. s.	h. m. s.	h. m. s.
Waterlily	12 15 35	12 31 35	12 48 21
Red Rover	12 16 25	12 32 15	12 49 0
Syren	12 17 0	12 32 55	12 49 17

SECOND ROUND.

	h. m. s.	h. m. s.	h. m. s.
Waterlily	12 15 35	12 31 35	12 48 21
Red Rover	12 16 25	12 32 15	12 49 0
Syren	12 17 0	12 32 55	12 49 17

THIRD ROUND.

	h. m. s.	h. m. s.	h. m. s.
Waterlily	12 15 35	12 31 35	12 48 21
Red Rover	12 16 25	12 32 15	12 49 0
Syren	12 17 0	12 32 55	12 49 17

The Waterlily had thus a lead of 50 seconds, at the close of the first round, which was reduced to 40 seconds at the end of the second round, and 39 seconds at the end of the third. As the Red Rover was thus gaining slightly on the Waterlily, the interest of the match was well sustained. The same results appeared at the fourth round. In the fifth round, however, fortune inclined the other way, and the Lily appeared to more advantage, but in the sixth round she again lost way, the rounds being finished as follows :—

FOURTH ROUND.

	h. m. s.	h. m. s.	h. m. s.
Waterlily	1 3 35	1 18 50	1 33 25
Red Rover	1 3 50	1 19 55	1 34 35
Syren	1 4 30	1 20 25	1 35 20

FIFTH ROUND.

	h. m. s.	h. m. s.	h. m. s.
Waterlily	1 3 35	1 18 50	1 33 25
Red Rover	1 3 50	1 19 55	1 34 35
Syren	1 4 30	1 20 25	1 35 20

SIXTH ROUND.

	h. m. s.	h. m. s.	h. m. s.
Waterlily	1 3 35	1 18 50	1 33 25
Red Rover	1 3 50	1 19 55	1 34 35
Syren	1 4 30	1 20 25	1 35 20

There was some talk of a protest by the Waterlily against one of her competitors, but as she won, including the time allowed to which she was entitled, by 1m. 20s., it came to nothing.

The next match was for £10, for second class yachts over the course five times, for this the following entered :—

Numbered as in Hunt's Universal Yacht List, 1865.

No	Names of Yachts	Rig	Tons	Owners	Port
1492	Vixen	cutter	9	Col. Wilson & Millard	Norwich
1059	Scud	cutter	9	Hansell & Morgan	Norwich
135	Blanche	cutter	7	R. Morris, Esq.	Norwich

The start took place at 3h. p.m., the Scud and Blanche set all their canvas, but the Vixen was content to sail without hoisting topsail,—it was evident she did not enter to win, as in the third round she retired from the match. The Scud had the lead at starting, which she kept until the third round, although closely pressed by Blanche ; in fact, in the second round was only 20 seconds behind the Scud ; in the next round she very cleverly slipped past and took first place, which she maintained to the finish—the last round being completed thus :—

	h. m. a.	h. m. a.
Blanche.....	4 27 30	Scud.....4 28 55

The former being entitled to an allowance of one minute, thus she won by 2m. 25s.

The Syren is a new yacht by Mollett of Norwich.

E. S. Trafford's new paddle steamer—Flesh, 7 tons, was present.

The Commodore's (W. H. Clabburn, Esq.) new purchase, the renowned Kitten, drew too much water to allow her to enter the Broad, and, therefore, her powers were not displayed on this occasion.

ROYAL MERSEY YACHT CLUB REGATTA.

THE 5th of July ushered in the annual aquatic sports of this flourishing club, and more auspicious weather could not be desired. The mere fact of a numerous fleet of well-known clippers appearing in the different matches was sufficient to call together a large concourse of spectators. The City of Dublin Company's steamer, Eblana was engaged to accompany the yachts.

The first match was for the Ladies' Plate, value 100 guineas, presented by the ladies of Liverpool, for yachts of 20 tons and upwards :—time race. The following entered :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
93	Banshee	cutter	50	J. Jones, Esq.	Owner
512	Glance.....	cutter	35	E. Johnson, Esq.	Hatcher
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall L C
803	Mosquito	cutter	61	T. Houldsworth, Esq.	Mare & Co.
new	Fiona	cutter	79	H. Lafone, Esq.	Fife
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
69	Astarte	cutter	75	W. Battersby, Esq.	Day & Son
1240	Speranza	schooner	100	B. Jones, Esq.	Wanhill

Course, from the Prince's Landing-stage down Queen's Channel, leaving the black buoys on the starboard, and the red buoy on the port hand, the Fairway Bell Beacon of Queen's Channel on the port hand, the N.W. Lightship on the port hand, the Fairway Bell Beacon of the Horse Channel (old position of N.W. Lightship) on the port hand; the Fairway of Queen's Channel again on the port hand, again to the Fairway Bell Beacon of Horse Channel, leaving it on the port hand, the Bell Beacon, Queen's Channel, for the last time on the starboard hand, and so up channel, leaving black buoys on the port and red buoys on the starboard hand to the flag vessel, moored a cable's length off the Prince's Landing-stage, leaving it on the starboard,

The signal for the start was given at 11h. 2m. 10s., when the Mosquito went off with lead, with the others in the following order, Vindex, Kilmeny, Astarte, Glance, Fiona, Speranza, and Banshee last, she having hung too long upon her spring. The new vessel Fiona, came out in full power soon after the start, challenging the Glance, and ending by running through her lee, overhauling the others, and finally luffing up across the bows of the Vindex. The wind which at the start was S.W., veered round to N.W., when off the Rock, and gave them a dead beat down the Queen's Channel. Mosquito took a commanding lead, Vindex second, Glance third, Fiona fourth, Astarte fifth, Speranza sixth, Kilmeny seventh, Banshee eighth. The latter did not seem to go at all with her steel mainmast. All the vessels were under plain lower canvas and jib-headed topsails, with the exception of Fiona, Astarte, Speranza, and Banshee, which carried square-headed topsails. Astarte next tried to cover Vindex, but the latter luffed across her bows. Passing the Crosby Lightship the vessels stood thus :—Mosquito, Vindex, Astarte, Glance, and Speranza, the rest close up, the Speranza going splendidly with the cutters. We could not get their time at the New Pillar Beacon, as they stood away on their different tacks to weather the N.W. Lightship, for which they had to work a long leg and a short one. At 1h. 30m. the Fiona ran through Mosquito's lee, and fairly eat her out of the wind, crossing her bows to windward, and took the lead, they passed the different points as follows :—the first time.

	N.W. LIGHTSHIP.	FAIRWAY BUOY.	NEW BELL BUOY.
	h. m. s.	h. m. s.	h. m. s.
Fiona	1 49 30	2 9 30	2 42 0
Mosquito.....	1 50 45	2 11 15	2 42 50
Speranza	1 57 30	2 17 16	2 50 30
Vindex.....	2 0 30	2 22 0	2 56 20
Astarte	2 1 15	2 23 30	2 54 45
Glance.....	2 6 30	2 29 45	3 2 15
Kilmeny.....	2 9 30	2 42 30	
Banshee	2 23 11		3 7 40

The Mosquito after passing Fairway buoy carried away her topsail sheet which delayed some minutes. The Astarte and Vindex had a bit of by-play to themselves, when going for the Bell buoy the second time. Fiona kept the lead and was never headed although Mosquito drove her hard, the others had changed places ; the match was finished thus :—

	h. m. s.	h. m. s.	h. m. s.
Fiona	4 51 45	Speranza.....	5 7 30
Mosquito	4 55 45	Astarte	5 15 45

The Mosquito having to receive 4m. 30s. from Fiona was declared the winner.

The second race was for a cup of the value of £30, for third class yachts. The course from Prince's Landing-stage down Queen's Channel, round Fairway Buoy back to Prince's Landing-stage ; the buoys and marks to be left according to prior match. The following yachts entered :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons	Owners	Builders
1290	Surprise	cutter	20	A. Wood, Esq.	Hansen
1350	Torch	cutter	15	D. Finlay, Esq.	Fife
518	Glide	cutter	14	D. Fulton, Esq.	Owner
148	Brenda	cutter	9	D. Mc'Iver, Esq.	Morrison
1259	Stanley	cutter	18	J. Gibbons, Esq.	
370	Enigma	cutter	9	A. Bowen, Esq.	Kelly

The start took place at 11h. 35m., and all got off well except the Torch, which however soon made up for the delay, and successfully overhauled and passed her compeers. The match was well sailed and caused much speculation ; the famous little Torch being a great favorite, and her performance on this occasion added to her previous fame ; the race finished thus :—

	h. m. s.	h. m. s.	
Torch	3 32 30	Brenda	3 47 30
Surprise	3 42 0	Stanley	3 49 25

The Torch won the Cup amid much cheering.

Second Day.—The wind was very variable, flying round to all points of the compass, finally settling at S. The first race was for a cup, value £100, for yachts of 40 tons and upwards. Time race—course : Ladies' Cup, on previous day. On this occasion the starting vessels were Mosquito, Astarte, Vindex, Fiona, and Banshee. The appearance of these vessels was a certainty of an excellent match, especially as good breeze favored them, and they were timed thus at the finish :—

	h. m. s.		h. m. s.		h. m. s.
Astarte	6 7 15	Fiona	6 14 32	Banshee	6 19 18
Mosquito	6 8 50	Vindex	6 17 15		

The Mosquito was declared the winner, by 1h. 25s., the allowance for tonnage being quarter-minute, and the Mosquito entered as 61 tons and Astarte 73 tons.

The next match was for yawls and schooners of 20 tons and upwards, prize a splendid cup, value £75. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders
1209	Snipe	yawl	40	P. Drinkwater, Esq.	Wanhill
1240	Speranza	schooner	98	B. Jones, Esq.	Wanhill
892	Pantomime	schooner	137	Lt. Col. Markham.	Ratey
187	Circe	schooner	127	G. Harrison, Esq.	Steele

The Circe did not appear, and after some good display of seamanship the Speranza was timed as the winner at 6h. 14m. The Pantomime at the flag-ship had her bowsprit carried away, and therefore could not round it.

The third match was for a cup, value £50, for vessels of 20 tons and not exceeding 40 tons.—Time race, course as before. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners	Builders
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
946	Queen	cutter	28	J. L. Mawdesley, Esq.	Wanhill
1064	Secret	cutter	32	T. D. Keogh, Esq.	Wanhill
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher

There cannot be a doubt about the great ability displayed on board each craft ; as each had gained a name for speed, every legitimate act in seamanship was resorted to maintain their position in the annals of yachting. After an excellent race they arrived at the flag-vessel thus :—

	h. m. s.		h. m. s.
Glance	6 26 12	Secret	6 38 45
Kilmeny	6 28 20	Queen	6 42 30

The Kilmeny received the prize by time,—half-minute being allowed per ton for difference of tonnage.

The meeting this year at the Royal Mersey regatta was equal to any hitherto held there, and every thing passed off in a most satisfactory manner.

PRINCE OF WALES YACHT CLUB MATCH.

The last match of the season took place on the 18th of July, and a very excellent finish on Old Father Thames it was, for the breeze was stiff for small craft. The prizes were for vessels not exceeding 15 tons, the first to receive a silver tea service, value 20 guineas, presented by G. Harrison, Esq., the Commodore ; and the prize for second was a pair of silver goblets, presented by the club, of the value of 10 guineas. Time race—one minute per ton. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
947	Queen	cutter	15	Capt. Whitbread	Hatcher
853	Octoroon.....	cutter	12	F. Le Mann, Esq.	Hatcher
23	Algerine	cutter	10	F. Rosoman, Esq.	Payne
1053	Satanella.....	cutter	15	Capt. Bennett	Aldous
309	Dudu	cutter	15	Baldoock & Rudge	Hatcher

The course was from Erith to the Chapman and back. The vessels were all placed in line at the old spot, and a strong breeze was blowing from about S.W. when the signal gun to start boomed forth at 12h. 18m. The crews were very active, chiefly composed of Itchen men, and the canvas was soon aloft. The Queen and Octoroon had great strain upon their bow springs, which parted, and when the signal was given they were only holding on by their stern springs,—that nothing prevented their immediately getting under way. The Queen took the lead, followed by Algerine, Octoroon, Satanella and then Dudu. The Queen set a jib-head topsail, which carried her through the Rands at railway speed ; all set topsails except Algerine, the Satanella a square-headed one, and it so assisted her that in Long Reach she had passed Octoroon and Algerine, taking second place. The wind was strong and they showed their copper in their anxiety to overhaul one another. The Algerine had to yield to its power, for all her competitors being larger under a press of canvas she could not carry. The Octoroon also had to give way to Dudu, but in Fiddler's Reach the wind fell light, which enabled Octoroon to set a squaresail ; this assisted her to lead Dudu. In Gray's Reach the wind was heavy, and puffy, and their decks were washed fore and aft. Passing Gravesend, Queen was leading followed by Satanella and Dudu, which had again passed Octoroon. At Lower Hope Point Satanella gained considerably by gybing, but Octoroon held on for some time after ; the others ran through the Hope w :

squaresails set. There were no particulars to note until rounding steamer off the Chapman, which was as follows :—

	h. m. s.		h. m. s.		h. m. s.	
Queen	2 24 15		Dudu.....	2 25 50	Algerine	2 34 30
Satanella.....	2 24 30		Octofoon	2 27 25		

The rounding was well performed, and very close, the Dudu in particular reducing the space between herself and Satanella, which must have given the latter a rather serious presentiment. The Queen sent up a jib-header, whilst Octofoon struck hers, housed her topmast, and began skeeting. They all kept well over to the Blythe Sand, excepting Queen, and she made a mid-course of it. Through the Lower Hope they were compelled to beat in real earnest, and when nearing the Point the Dudu passed the Satanella, becoming second in the van, yet along way behind the leader. The wind dropped and up topsails was the order. They ran through Gravesend Reach in the slack, as there was no further changes and the rain coming down, the wind dropped, the excitement for the time was over, and the Oread, under command of that prince of captains (Wheeler) made for Erith, and there waited for the coming fleet, which rounded thus :—

	h. m. s.		h. m. s.		h. m. s.	
Queen	5 18 50		Satanella	5 24 5	Algerine	5 45 0
Dudu	5 23 45		Octofoon	5 26 50		

The Queen undisputedly won the first prize, which was presented by Vice-Commodore Long to Mr. D. Hatcher, (who sailed the vessel,) as the representative of Capt. Whitbread, who was absent through illness. The second prize would have been given to the Dudu, but the Satanella claimed the prize, stating that she had not been accurately measured being only 14 tons. The prize was therefore withheld, and the Satanella was taken in tow to Greenwich, where she was measured and found to be 14*1/2*, consequently according to Cocker Dudu is the winner of second prize.

RANELAGH YACHT CLUB MATCHES.

THIS club held its first match this season on July 3rd, and a very good fleet attended. The Naiad steamer was chartered for the trip and the Commodore, Col. Evelyn, was well supported, by members and friends. The course intended was from Erith to the Chapman, but the distance traversed was only to a mile or so below Holy Haven. There was a splendid breeze such as some of the larger clubs with larger craft might

envy, for want of wind had in many instances marred the pleasures of the Royal Thames and Royal London matches.

The prizes on this occasion were for first vessel £20, and second £10, time race-half-a-minute per ton for difference of tonnage. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
198	Clytie	cutter	12	S. Harwood, Esq.	Marshall
9	Ærolite	cutter	7½	J. P. Dormay, Esq.	Aikenhead
853	Octoroon	cutter	12	F. Le Mann, Esq.	Hatcher
974	Rifleman	cutter	7	W. Antill, Esq.	
529	Gipsy	cutter	10	T. Fuller, Esq.	Stow & Son
832	Nikomi	cutter	6	Capt. Boskey.	Stow & Son
285	Dione	cutter	12	T. Field, Esq.	Harvey

The Colleen Bawn and Novice were entered but did not appear. The Clytie was formerly the Shamrock and belonged to Capt. Cator, of the Royal Yorkshire Yacht Club.

The start took place at 11h. 50m., the Rifleman was the smartest in setting her muslin, and getting away, followed closely by Dione, and Nikomi; the breeze at this time was very strong from the north, and they got underway with topmasts housed. Octoroon did not seem in a hurry, and was fourth away, but in the Rands she passed Nikomi first and then collared Dione to windward. She had only the Rifleman to dispose of to become premier and that was accomplished before reaching Purfleet, which was passed in the following order, Octoroon, Dione Gipsy, Ærolite, Rifleman, Clytie, and last Nikomi ; the race was very interesting, as they ran through Long Reach and St. Clements some changes taking place, Clytie passed Rifleman, and Gipsy gave way to Ærolite and Clytie ; but as they ploughed along with gunwales under, and every yarn strained to the utmost some calamity was momentarily looked for. During this time the Octoroon was spinning along merrily with Dione in attendance. The Octoroon which had been carrying a large jib and foresail—struck the former and set a smaller which was more beneficial to her. The Dione which had hitherto done well after rounding Broadness Point into Gray's Reach carried away a portion of her bowsprit, and the crew had to make the jib fast to the stump ; t delayed her some time. In Gravesend Reach the wind increased, a they ran free through the Lower Hope ; the Clytie and Ærolite h several spurts together, yet the former could not maintain the le Dione in spite of her accident did well and kept second to Octoroon whom she several times hustled. It was evident, notwithstanding

good wind, that it would be requisite, as the tide was fast falling, to shorten the course, and therefore the steamer was anchored below Holy Haven, and the rounding was thus :—

	h. m. s.		h. m. s.		h. m. s.	
Octoroon	2 13 15		Gipsy	2 21 55	Clytie	2 31 45
Dione	2 15 45		Ærolite	2 31 15		

The Dione was determined not to part company with Octoroon and both did the rounding well. Gipsy was slow and most likely did not hear the gun. Ærolite and Clytie paired off together, and they had it seemed throughout the match been attached to each other. As for the Nikomi she lavished with Rifleman. The changes were so trifling on the return that it is unnecessary to notice them. The rounding at Erith was thus performed :—

	h. m. s.		h. m. s.		h. m. s.
Octoroon	4 19 3		Gipsy	4 43 15	
Dione	4 25 18		Ærolite	5 2 55	

The prizes were awarded first to Octoroon, second to Ærolite :—the reason of the latter receiving a prize was that although all started together it was considered two classes. Col. Evelyn, the Commodore, presented the Cups to the winners, after which the company from the steamer disembarked, and enjoyed the beauties of the Hotel gardens.

The second match of this prosperous club came off above bridge, on the 25th July. The nautic sports were formerly carried on from Battersea upwards, but the spoilation of the river by sundry bridges, caused the club to seek other ground, and it is some three years or so since the old course was used. Why it was again resorted to we cannot say. Most likely many of the yachts cannot live in the turbulent waters below Erith. Not being present we are indebted to "*Mine Ancient George*" for the following account.—

The course was from Battersea Bridge up to Wandsworth Meadows, twice round. The entries were as follows :—

Name of Yacht	Tons	Owners	Name of Yacht	Tons	Owners
Ærolite	7½	J. F. Dormay, Esq.	Waterlily ...	4	S. C. Dutton, Esq.
Electra	3	J. Boyd, Esq.	Clara	6	J. Pim, Esq.
Little Vixen	5	B. Hatchman, Esq.	Mermaid.....	5	J. Gardner, Esq.
Spitfire	3	A. Keep, Esq.	Undine	3	T. Charles, Esq.
Silver Star ...	5	W. Turner, Esq.	Fidler	3	B. Green, Esq.

The Little Vixen, Water Lily, and Clara were centre-board yachts, and they sailed for a prize, value £9, with half a minute time allowance

for every half ton ; the others, with the exception of the last three, sailed for a £12 prize, with the same time allowance.

The club steamer left Cadogan Pier at 1h. 45m., with a large and fashionable party, and Colonel G. P. Evelyn, the commodore, as officer of the day, and proceeded up the river. The yachts were swinging with their heads down from Battersea Bridge. After a considerable amount of delay and inactivity on the part of the gunner, they got away to an excellent start, with about two and a half hours flood under them, and a fair breeze from the east, which gradually veered towards S., at 2h. 18m. They all turned to the northward, and ran before the wind to the Great Western Bridge. The Clara was extremely smart, and piled up her sails with great rapidity, setting a squaresail ; but the Spitfire was first away, with the Ærolite close on her weather quarter. The Electra hoisted jib, mizen, square, and mainsails, and rattled away towards the front rank. The Little Vixen, Silver Star, and Waterlily, were very slow, but, when fairly under way, the former to windward drew out, while the Ærolite near Battersea Church winded the little Spitfire. She luffed up and went under the stern of the 7-tonner, and to windward, but the Ærolite had a strong lead : she was under plain lower canvas and a working topsail, and on nearing the railway bridge showed no signs of striking her topmast, which naturally came in contact, and her whole canvas and mast came down with a crash, leaving her apparently a wreck. The Electra meanwhile had given way to the Waterlily. The Little Vixen, of course, went away from the dismantled Ærolite, and took the first place, with the Spitfire and Silver Star in close attendance : and they had a smart run to the first buoy, which was rounded as under. The Ærolite, after having hove to, repaired her damages and behaved very creditably.

	h. m. s.		h. m. s.		h. m. s.
Little Vixen ...	2 21 0	Clara	2 21 45	Electra	2 23 16
Spitfire	2 21 10	Waterlily	2 22 10	Ærolite	2 25 33
Silver Star.....	2 22 20				

It was a dead beat back, and there being a paucity of wind the boats could not stand the strength of the tide, which set them right up the reach ; the Clara, Spitfire, Ærolite, and Little Vixen, however, made board after board, but only to be driven farther back, and while the others let go their kedges higher up, these four executed a series of manœuvres. At length, forty-five minutes after they had rounded the buoy, the Clara made a long leg to the northward, crept along the reeds, and while the others were vainly striving to do the like, she had a good wind along the Middlesex shore, and completed her first round.

at 3h. 37m. When she ran up again to the distance buoy, the Little Vixen and *Aerolite* had just got clear of the Point for the reach home. The Clara rounded and pursued the same tactics coming home, except that she got foul with her mast at the railway bridge, and after several attempts got clear, winning at 4h. 10m. by any distance. The *Aerolite* was remarkably smart at the bridge at the second and other attempts, rounded the distance buoy, last time about 100 yards ahead of the Little Vixen, and finished the race at 4h. 35m. 30s., winning easily. As she rounded the flag-buoy two or three of the others were discernible working down on the last of the flood, but they did not go the distance. The party proceeded to Richmond, after the presentation of the prizes, by Colonel Evelyn, to Messrs. Dormay and Pim.

SWANSEA REGATTA.

JULY 18th.—This aquatic event commenced this day, and we regret to say under very unfavourable auspices. Every preparation had been made to impart every possible *éclat* to the regatta this year. The time was carefully fixed, so as not to come in contact with any other regatta, whilst the prizes were on a scale larger than ever. The weather, however, having taken an unfavourable turn the previous week, this, no doubt, had its effect upon the arrival of those crack boats which intended to pay a visit.

The time fixed for the start was one o'clock. The first race on the programme was the Pilot Boat Race.

H. Hussey Vivian, Esq. M.P., presented a prize of £15, to be open to the Pilot Boats of Swansea, Port Talbot, Neath, and Cardiff. First prize, £10, second ditto, £5.

W. Pegg, Esq., also added to this prize £3, to the third boat, and £1, to each of the losing boats. The foregoing entered:—Vivian, Vigilant, Rival, Faith, Swansey, Glance, Alarm, J. W. J., Grenfells, Camelia, Vivian, William and John.

Just as the boats took up their respective buoys, the rain commenced and continued to pour down in torrents the best part of the afternoon. Notwithstanding this *contretemps*, the pilots were eager for the fray, and although by this time it blew almost half-a-gale, the boats, which were in splendid order, took up their positions in gallant style, and on the second gun being fired, a magnificent start was effected, the advantage being with the "Vivian." The weather being so thick, it was impossible to time the boats as they rounded the marks, after one of

the keenest contests on record in this bay they arrived as follows :— Greenfells, first ; Camelia, second ; Vivian, third ; "J. W. J," fourth ; Glance, fifth.

In consequence of the weather, the other races were postponed until next day.

Second Day.—Opened propitiously, and there was every indication of enjoying a brilliant day. About noon, however, dark clouds began to gather, and by the time fixed for the start, the rain again began to fall, and it continued almost without intermission during the afternoon. Notwithstanding this, there was a large concourse of spectators, and great interest was manifested throughout. The first race was the Pilot Boat Race.

The Harbour Trust Prize of £20. First Boat, £12 ; Second ditto, £5 ; Third ditto, £3. To be confined to Swansea Pilot Boats. No entrance fee. Major Phillips kindly gave a prize of £3 for the fourth boat, and W. Pegg, Esq., gave £1 each to the losing boats.

An excellent start having been effected, all the boats went off in gallant style. On arriving the first time past the starting mark, the Camelia took the lead, and maintained it throughout. This boat was built by Mr. Bowen, and does him infinite credit. After an exciting race, the boats arrived in the following order ;—Camelia, first ; Alarm, second ; Vivian, third ; Glance, fourth.

A protest has been entered against the Camelia for fouling the mark.

The next match, a prize of £35, for any boats not used for purposes of commerce, up to 40 tons. Time race. First boat, £20 ; second do., £10 ; third do., £5. Open to the Bristol Channel. The following yachts started :—Vesper, 16 tons, G. A. Bevan, Esq. ; Louise, 20 tons, H. Bath, and Son, Esqrs ; Phantom, 15 tons, R. Huxtable, Esq. ; Helena, 10 tons, Cardiff ; Emu, 6 tons, Lieut. Rees. ; Ianthe, 20 tons, W. D. Pegg, Esq.

All the above, with the exception of the Emu, started, the course being twice round. Soon after the start, the Vesper shot ahead, and soon distanced her competitors, thus winning the prize. The Phantom came in second, and the Ianthe third. The race was prolonged to a late hour, the wind having died away.

A prize of £10 for the Fishing Smacks of Swansea and Mumbles. First boat £3, second boat £2 10s., third boat £2, fourth boat £1 10 fifth boat £1. No entrance fee.

Thirteen Skiffs competed, and after a stirring race, arrived in the following order :— Try first; Marcus Moxham, second ; Alpha, third Atalanta, fourth ; Charles, fifth

Small pleasure boat race, a prize of £3.—Bird, first ; Eliza, second ; Osprey, third.

Gig Race.—First prize, £4 ; second £2. This race excited much attention, as the boats were equally matched. There were four entries. The winning boat was built by Mr. Gooderich. The crew was composed of seamen belonging to the schooners Laxey Mines and Louisa Jane, of Douglas, Isle of Man. After a very exciting struggle, the following was the result :—Waterlily, first ; Beaufort, second ; Silver Star, third ; Phoenix, fourth.

There were two Duck Hunts, in each of which the "duck" was caught in a very few minutes, much to the disappointment of the hundreds of people who, despite the rain, lined the shore.

Mr. W. Rosser acted as starting-master, as usual, and nothing could be better than all his arrangements, had the weather been favourable.

We regret to hear the Astarte, and two or three other crack yachts, bound to Swansea, got becalmed on their way up, letters to that effect having been received by the Hon. Secretary.

WINDERMERE SAILING CLUB MATCHES.

ON Tuesday, July 18th, the first of a series of matches was to begin, but unfortunately, the wind being scant, it was universally agreed to postpone the race till the following day. Wednesday proved more favourable, and yachts were proposed to contest for the two prizes offered —these being a set of salt cellars and spoons, value 12 guineas for first boat, and a silver beaker, value 4 guineas for second. The following entered :—

Name of Yacht	Ft. in.	Owners	Name of Yacht	Ft. in.	Owners
Echo	20 0	T. Tatham, Esq.	Ripple	20 0	G. A. Aufreire, Esq.
Eleanor.....		W. H. Pope, Esq.	Surprise	20 0	H. G. Gibson, Esq.
Ganymede....	22 0	L. J. Crossley, Esq.	Sylph	20 0	Rev. J. Bush
Mayflower....	20 0	Com. G. H. Puckle	Wave Crest..	20 0	G. J. M. Ridehalgh
Meteor	20 0	J. R. Bridson, Esq	Zelia.....		Capt. Mellor

The Ripple at the time of passing the Narrows on their upward course was leading by 10m. 2s., the Wave Crest, which was second, followed by Ganymede, Meteor, Eleanor, Echo, and Mayflower.

The wind after this subsided, and before the finish it was almost a dead calm ; the Ripple nevertheless not only maintained her leading

place, but gained 21 minutes on the second yacht, Ganymede. The time of finish of the first four was—

	h. m. s.		h. m. s.
Ripple.....	3 41 40	Eleanor	4 24 50
Ganymede	4 14 50	Wave Crest	4 34 18

The prize having to be won twice caused another race, and the following was the order of the leading boats of the second day's racing in passing the Narrows, and a most exciting race it was at this point, the wind blowing stiffly right astern :—Meteor, 1h. 24m. 35s.; Ripple, 1h. 24m. 48s.; Ganymede, 1h. 26m. 42s.; Wave Crest, 1h. 27m. 0s.

From the above, it will be observed, that only eight seconds intervened between the first and second boats, and only eighteen seconds between third and fourth, and between the first and fourth only two minutes and twenty-five seconds; soon after this, some tackling of the Ripple gave way, and let down her topsail and mainsail, when one of the sailors instantly mounted the mast, and in a few minutes all was right again, and she went on her course, bowling away at the rate of twenty miles an hour, running neck and neck with her antagonist. Shortly after this, a heavy thunder shower came on, and with it the wind dropped and made the finish a very tame affair, as it was on the preceding day, the boats moving at the rate of something like a yard in a minute, the distance apparently between the first and second boats being not more than ten or a dozen yards, but the time was thus :—

	h. m. s.		h. m. s.
Ripple	3 18 0	Meteor	3 25 43

The Ripple thus was the winner of the first prize amidst deafening cheers, and the Ganymede winner of the second prize, the "Beaker."

The race for the Challenge Plate, a handsome silver tea kettle and stand, value 50 guineas, presented by G. J. M. Ridehalgh, Esq., will next be run for.

TEMPLE YACHT CLUB.

THE second match of the season took place on Monday, July 3rd, under the direction of the Commodore, Mr. Hildersley. The distance was from off the club-house, the Anchor and Hope, Charlton, to Tilbury and back. The prizes were three silver cups, the third prize to be withheld unless more than three boats started. The wind was very light from S.S.W., and the following yachts were at their stations :—Rifleman, 6 tons, Mr. W. Antill, Vice-Commodore; Novice, 6 tons, Mr. J. Gardner; Ellen, 4 tons, Mr. R. Rose; Little Vixen, 4 tons, Mr. B. Hatchman.

It was intimated that Ellen was only entered for the purpose of ensuring a match. The signal to start was given at 12h. 30m. Novice and Rifleman were quickly under weigh. Vixen waiting for Ellen to start, which she did not do until 10 minutes after the signal had been given. Novice took the lead, but had to drop anchor twice in Woolwich Reach, to prevent fouling the vessels lying there, when Rifleman passed her, and Vixen coming up in Galleons took second place. In Half way Reach Rifleman led by half-a-mile. Novice same distance astern of Vixen. It being almost a calm, and the flood tide beginning to make, the Commodore gave the signal to round at the upper end of Long Reach, the vessels being timed as under :—

	h. m. s.		h. m. s.
Rifleman	3 54 0	Little Vixen	3 54 2

The Rifleman continued to lead through Erith Rands, when the Vixen took first place, the race between the two being very interesting, each taking the lead alternately all the way up. On coming to the winning post the Rifleman appeared to be leading, but was a good way to leeward, having to put about to make the buoy, while the Vixen holding a better wind, luffed up, and passed the winning flag at 5h. 10m.; Rifleman, 5h. 11m. 2s. The prizes were presented at the club-house by the Commodore on the conclusion of the match, with the usual compliments to the owners of the Little Vixen and Rifleman, the third prize remaining the property of the club.

Temple Yacht Club—The general meeting for July was held on Wednesday 5th, at the club-house, Freemasons' Arms, Long-acre, the Commodore and Vice-Commodore presiding. The usual routine business being concluded, a report of the match of the previous Monday was read, after which Mr. Gardner proposed, according to notice, that the officers should endeavour to obtain another club-house somewhere below Charlton, which, after considerable discussion, was put to the vote and negatived. In the course of the evening the following gentlemen were elected members of the club:—Messrs. S. Hall, James, J. W. Sider (Yacht Undine, 4 tons), and L. Warren (honorary). Proposed for election next meeting night:—Messrs. H. J. Wells, A. Lee, and E. Harvey.

WEST HARTLEPOOL REGATTA.

THIS commenced on Tuesday, 11th of July by sailing matches, and on Wednesday, by rowing. It was well attended, and the prizes being liberal much sport was afforded.

The first race was for yachts not exceeding six tons measurement; half-a-minute per ton to be allowed for difference of tonnage; first prize £15, second £3; entrance 5s. Mitra, 5 tons, Mr. John Douglas: Alarm, 5 tons, Mr. A. Spouse; Minerva, 5 tons, Mr. J. Hastings; Dagmar, 5 tons, Mr. R.

Jaques; Undine, 5 tons, Mr. J. Brown; Vie, 5 tons, Mr. Robert Currie; Ariel, 4 tons, Mr. S. Short.

The Arrow, cutter, 6 tons, belonging to Mr. W. Close, was the only other entry for the competition, but at the time stipulated for the race it had failed to appear in its place among the starters. The other seven above named were got from the post on fair terms. The Minerva, however, was the first to show in full sail, and was soon a considerable distance ahead; but the Alarm and Dagmar drew well up shortly afterwards, and the trio at this period seemed almost likely to have the race to themselves. The others found a difficulty in catching the breeze, but eventually they got their sails filled, and by the time they approached the first flag-boat they had managed to get into the wake of their leaders. On rounding this boat the Mitra cut out the Alarm from second place, and the Dagmar was so long in turning that from this point she was doomed to bring up the rear. In the race to the second flag-boat, however, the Alarm passed the Mitra, and soon afterwards the Minerva, and held a commanding lead until rounding this turn, when something occurred to her gaff sail, and before being righted the Mitra had got slightly before her. The couple, however, were soon head to head, and raced in this way for upwards of a quarter of a mile, when a sudden gust of wind, which had sprung up, operated on the Mitra. This position was but temporary, as the Mitra, on approaching the land to the finish, came to the front, and won, amidst great excitement, by barely half-a-minute; the Minerva arrived third about a minute afterwards.

Coble Race, open to all ports: to be sailed for by cobles belonging to licensed pilots; first prize £10, second £2; entrance 5s. Eureka, H. Hood, 1st; Seven Sons, J. Robineon, 2nd; Hector, C. Hood, 3rd; Braithwaite, R. Spence; Louisa, J. Lithgo; Rifle, T. Hodgson; Emma, J. Moore; Eva, R. Corner; Volunteer, T. M. Scott; Liberty, J. Pounder. On the start being effected the Eureka, on the weather side, got the lead, but on turning the first flag-boat she gave place to Hector and Volunteer, the couple making the point in the order named. In the race to the next flag the positions of the boats varied, the Seven Sons going into first place, followed by Hector, Volunteer, Eva, Eureka, and Louisa, Braithwaite next. After this turn a good race ensued between Eureka, the Seven Sons, Hector, and Volunteer, which resulted in Eureka landing first, the Seven Sons second, and Hector third.

The second race for yachts not exceeding 12 tons: time race as above: 7 tons to be the minimum for entry; first prize £20, second £4; entrance 10s. 6d. Chlora, 7 tons, Mr. G. N. Duck; Dagmar, 7 tons, Mr. R. Jaques; Vie, 7 tons, Mr. R. Currie; Ariel, 7 tons, Mr. S. Short; Minerva, 7 tons, Mr. J. Hastings; Alarm, 7 tons, Mr. Alexander Spouse.

There were eight entries for this race, out of which half-a-dozen appeared. These were then got ready for the start, and on the Commodore asking if all were prepared Mr. Spouse asked a few minutes to take in a reef. The gun, however, went off before the Alarm could complete this, and she was

consequently left behind. Mr. Spouse afterwards demanded another race, or his entrance; but the decision of the committee with respect to this did not transpire. The other five yachts on going off kept well together until the first turn, when they went round one after another in the following order:—Minerva first, Vie second, Chlora third, Dagmar fourth, and Ariel fifth. Minerva, after making the turn, broke her mainstays, Vie pulled up to change her tack, and Dagmar and Chlora going to the windward soon obtained a great lead, which eventually reduced the race to a match between them. Chlora after a close race, got to the front, and retained her place to the finish. Vie was a bad third, and the others nowhere.

Third race for yachts was for a silver cup, value 40 guineas, and £5 for the second yacht, entrance £1. 1s. for yachts not exceeding 40 tons; half-a-minute per ton to be allowed for difference of tonnage; 12 tons to be the minimum tonnage for entry. Cinderella, 15 tons, Mr. T. Howard Head; Ivy, 18 tons, Commodore J. Bertie Cator, R.N.; Azalea, 34 tons, Mr. G. Wilkinson.

The Chlora cutter of 12 tons, belonging to Mr. G. N. Duck, of Stockton, the only other entry, did not start. This was a very well contested race, and the Ivy was ultimately declared the winner. This terminated the first day's sports.

Second Day.—This was devoted as we before observed to Rowing;—the first was for four silver cups, with a medal for the coxswain; second boat to receive five medals of the value of £2.—Distance about a mile. The conditions were for four-oared boats, manned by amateurs, and the following started:—

DURHAM.—J. H. Robson, F. Swire, C. Rowlandson, P. Forster, A. Barnes, (cox.)

DURHAM CITY.—T. Rushworth, H. Forster, T. Shadforth, R. J. Thurlow, Thurlow, (cox.)

NORTHERN.—T. Page, J. Elliott, R. Jobson, W. F. Smiles, W. Brunell, (cox.)

This race was, perhaps, the best contested of the day. The trio got off to a capital start, and raced bow to bow for more than a quarter of a mile, when the Durham City boat appeared slightly ahead. The three kept well together, however, until turning the last buoy, and when on entering the straight to the winning post the three obtained an alternate lead, the Durham City men being the last to gain it, and making a clever spurt they succeeded in keeping up a lead of fully a length, until about 50 yards from home, when one of the men missed the water with his oar. This unfortunate occurrence at once brought the boat to a stop, and they were then passed by the other Durham crew. The Tyne men came in a bad third.

The next race was a four-oared race, open to all; first prize £20, second £3; entrance 12s. 6d.

PRIDE OF THE TYNE.—R. Cooper, W. Martin, J. Percy, T. Martin, T. Harrison (cox) first.

TRY AGAIN.—J. Gillander, S. Watson, P. Richardson, J. Boyd, J. Boyd, jun., (cox) second.

There were only two crews for this race, and as they were well matched a good deal of interest attached to the competition. Cooper's crew, however, were generally believed to be the superior lot; and so it proved. For about three-fourths of the distance the race was close and exciting, but the men of the Try Again had by this time exhausted themselves, and in the rest of the race they gradually lost ground. The Pride of the Tyne rowed quite easily near the finish, and won by two lengths.

Other matches followed which were well contested.

OUR LIGHTS AND LIGHTHOUSES.

"How far that little candle throws his beams!
So shines a good deed in a naughty world."

Merchant of Venice.

If the faint twinkling of a candle's light was calculated to awaken so beautiful an idea in the mind of our great dramatist and poet, to what shall we liken that noble light which not only so far transcends the little candle in magnitude and beauty, and in the distance to which its beams are thrown, but whose mission is to protect and save,—which pierces the midnight gloom, lighting the seaman's path along the trackless deep, to warn him of the hidden shoal, the sunken rock, the beetling cliff—to be, as it were, "a light to his feet and a lamp to his path—to guide him to the haven where he would be?" It may be likened to religion's holy light, which reveals to man the road to Heaven and warns him of the many hidden dangers on which moral shipwreck may befall him on his way.

So calculated, indeed, is the beacon-light to awaken elevated and even holy thoughts, that it seems somewhat strange so humble, and indeed unsuitable, a name as "lighthouse" should have been adopted to signify the shrine of so splendid a jewel, and especially as such buildings have rarely the appearance of a house at all. A tower, or more often a spire, their tall and graceful forms resemble, and accordingly their names in some other European languages have such a signification—as the "Tour à feu," in the French, and the "Torre de luces," in the Spanish language. Their more frequent name is, however, taken from the Greek "Pharos;" the celebrated light-tower of Alexandria, erected there, on a small island of that name, by Ptolemy Philadelphus, about 300 years before the birth of Christ; the "phare" in French, and, in our own language, the term "pharology" has been adopted to signify the science of lighting up sea-coasts with beacon warning lights.

The most ancient light-tower of which there is any authentic record

* We have much pleasure in reporting this interesting article from the *litt. Quarterly Journal* of the National Life-boat Institution.

the one above named, which endured for 1,600 years. Others were erected at Ostia, Ravenna, Apamea, and at Capio, or Apio, as recorded by Pliny, Strabo, and other writers. The oldest existing light-tower is that at Corunna, in Spain, said to have been erected in the reign of Trajan, and now fitted with one of the finest modern light-apparatus. The celebrated Colossus of Rhodes has also been supposed by some to have had a light at its summit, but on no certain evidence. Various ruins of towers on the coasts of Great Britain, and on the shores of Europe, have likewise been supposed to be the remains of ancient light-houses; and, if such be the case, they may be looked on as fitting emblems of the departed light of the earlier civilization of our race, which was followed by a long period of barbaric darkness.

The subject of pharology, although it may not be of universal interest, should at least be so to every Englishman who is sensible of the vast commercial intercourse between his island-home and the world around it, and of the immense effect of that intercourse in promoting the prosperity and advancement not only of his own country and its numerous dependencies, but directly and indirectly of the whole world.

The slight sketch, which is all that we can attempt, of this to us interesting subject, we will divide into three heads under which it seems naturally to fall, namely—

1st.—The towers or buildings containing the lights.

2nd—The lights themselves.

3rd—The positions in which such lights are placed.

1. *The Buildings.*—The character of buildings in which the beacon-lights are placed is dependent on their situation. They may be placed on lofty cliffs at a considerable height above the sea, as at Flamborough Head and the North and South Foreland, in which case the building itself need not be lofty, but only of such peculiar shape and colour as to make it conspicuous from the sea by daylight, and to make it easily distinguished from the dwelling-houses or other buildings in its neighbourhood. Or they may be situated on low promontories but little above the sea-level, as on the flat beds of shingle at Orfordness and Dungeness, where they must be raised to a considerable elevation, that the light by night and the building by day may be discernible at long distances from the land. Or they may be fixed on the isolated and even sunken rock, as the celebrated Eddystone in the English Channel, in which case the whole skill and science of the engineer must be expended, not only on their foundations, but on their entire structure, to enable them to stand the mighty shocks of the ocean-waves. Or, lastly, they may be required to stand in the very midst of the "great deep" itself, where not even a sunken rock will afford a foundation on which to build; and then they must be either erected on open work of piles, or on a floating-vessel, strongly moored to the ground below, many of which invaluable though non-locomotive craft may be seen around our coasts, warning the mariner from the treacherous sandbanks that are so numerous in our tidal sea.

foundation alone, in this irregular flinty mass, occupied nearly two summers; and the blasting of the rock in so narrow a space, without any shelter from the flying splinters, was attended with much hazard.

(*To be continued.*)

MEMORANDA OF CLUB MEETINGS.

Royal Thames Yacht Club.—The quarterly general meeting of the Club was attended by some 50 members on Wednesday evening, July 5th, at the club-house, Albemarle-street ; in the absence of the flag officers, the chair was occupied by Mr. George Powell. The minutes of the March, (quarterly,) May (special,) and April, May, and June (monthly ballot) meetings having been respectively read and unanimously confirmed, Mr. Harrington brought forward his motion to the effect that the general committee be in future elected by ballot, in the same manner as the candidates for admission. The motion on a division was carried. The chairman announced the balance at the club bankers as £1,795, exclusive of £5, 750 vested in the Funds. The audited report for the half year will be presented at the next general meeting. The following yacht owners amongst other candidates were elected members at the termination of the ballot, viz :—Right Hon. Lord Willoughby d'Eresby, New Moon, lugger, 209 tons ; Mr. F. Ellis, Water Rat, screw schooner, 28 tons ; Mr. G. Hanby, Winifred, cutter, 20 tons ; and Mr. A. G. Chapman, Countess, cutter, 15 tons. We regret to have to announce the death of Mr. Robert Cooke, who had been for 30 years a respected and worthy member of the club, and held the office of cup bearer. The entries for the great ocean race from Plymouth to Gibraltar, as at present arranged, will close at ten p.m. on Saturday, August 19th, with the secretaries Royal Victoria Yacht Club, Ryde ; and the Royal Thames Yacht Club, Albemarle Street, London. Sweepstakes, 100 guineas each, half forfeit, owners to be on board, and the match to be started from Plymouth on Saturday, the 26th of August.

The clipper cutter Alerte, 56 tons o.m., bound for Sydney, Australia, (now owned by Mr. Wm. Walker, R.T.Y.C., and Commodore of the Royal Sydney Yacht Squadron,) was spoken with on May 20th last, in latitude 2 N., and longitude 25 W., within a day's sail of the line, by the ship Lady Havelock (recently arrived at Liverpool.) The Alerte, with her skipper (Capt. Campbell) and crew of six hands, had at the above date, made a fine run of twenty-three days from Falmouth, her average sailing having been about 180 miles a day : all well.

Royal London Yacht Club.—The monthly meeting of this club was held on Monday, July 17th, at the Caledonian Hotel, Adelphi, and was very largely attended for the advanced state of the season. Mr. Arcedeckr the Commodore, was in the chair, faced by Mr. Alexander Crossley. The minutes of the previous meeting having been read and confirmed, M

Alexander Crossley said he had much pleasure in proposing that General Garibaldi, who had expressed the pleasure he would feel in becoming an honorary member, be elected by acclamation—Mr. George Powell seconded, and the vote was unanimously adopted.

Mr. Arcedeckne then proposed that Captain Anderson, of the Great Eastern Steam Ship, also be elected an honorary member of the club. He had the pleasure of an interview with that gentleman last week, and Captain Anderson had expressed the pleasure he should feel by having such an honour conferred upon him. Mr. Edwin Crossley seconded, and it was carried by acclamation.

Mr. Alexander Crossley said now that the season had drawn to a close, he thought that many thanks were due to Mr. Arcedeckne, the Commodore, for the great kindness and attention he had shown during the season, which, as they all knew, had been so successful. They had had the advantages of success, enjoyment, and happiness under his auspices, and it was but fair and due to their Commodore that the club should record to him their hearty thanks on that their last night of meeting before the recess. Mr. G. Powell, in seconding, considered they were much indebted to the Commodore for his liberality and kindness, and the experience he had brought to bear in their favour.

Mr. Eagle also bore witness to the great advantages the Commodore had conferred upon the club.

The Commodore thanked them for their kindness. It was always his greatest endeavour to do every thing that would promote their welfare and prosperity: his heart and soul were in the club, and his time being at their disposal, whatever he could do for their advancement he should be most happy todo.

The treasurer's financial report was then brought up and read by Mr. Gregory, the secretary:—Total amount of receipts for the last year £347. 19s. 10d. with disbursements of £874. 10s. 9d., leaving a balance of £468. 9s. 1d. to the club, irrespective of £800 invested in the Three per Cent Consols.

Mr. Eagle, the treasurer, congratulated them upon being able to produce the best balance-sheet they had ever exhibited.—On the motion of Mr. Geo. Powell, seconded by Mr. Edwin Crossley, a vote of thanks was given to Mr. Eagle.—The treasurer replied.

Mr. Alexander Crossley, said that it was impossible in consequence of the recess, to have a closing trip and dinner, he should propose that they dine on or about Oct. 7th, at the Charing Cross Hotel. The club then discussed the best mode to ensure increased house accommodation to members, and went into the necessary arrangements for taking the apartments spoken of.—The noblemen and gentlemen on the ballot list—Lord Willoughby d'Eresby (New Moon, lugger, 209 tons); Sir E. S. Gooch, Bart.; and Messrs. W. A. Tweedale and Richard A. Glass—were duly elected members.

A Yacht Sunk at Plymouth.—The yacht Pixie, which was well known at most of the regattas on the Devon and Cornwall coast, was run into and sunk in the Great Western Docks at Plymouth. It appears that the Pixie was safely moored near the Rubble-bank when the steamer Lady Eglinton, Captain Higginson, belonging to the British and Irish Steam Packet Company, arrived from London, and was swinging to get alongside the pontoon, when an order was given to "go astern," which was mistaken for "go ahead," and she ran into the yacht, which sank immediately. The Pixie was one of the finest yachts in the West of England, of her tonnage, and was the property of Mr. Shurlock of Plymouth.

REGATTAS AND MATCHES.

- Aug. 1.—Royal Squadron—H. M. Cup.
 1—Southampton Regatta.
 1 & 2.—Windermere.
 2—Royal Irish Yacht Club—At Kingstown, and following day.
 3.—Royal Squadron—Handicap.
 4.—Royal Squadron—Cutter Match.
 8—Norfolk and Suffolk Yacht Club—Regatta at Oulton.
 8—Royal Victoria Yacht Club—Ryde Cup.
 9—Royal Victoria Yacht Club—First Schooner and Cutter Match.
 9.—Royal Dee—Chester.
 10—Royal Victoria Yacht Club—Second Schooner and Cutter Match.
 10.—Brighton.
 10.—Lowestoft.
 11.—Worthing.
 12 & 13.—Prince Alfred Yacht Club—Matches.
 14—Royal Victoria Yacht Club—Third Schooner and Cutter Match.
 14.—Royal Welsh.
 15.—Southsea and Portsmouth.
 17—Royal Victoria Yacht Club—Messrs. Broadwood and Morice's prizes.
 18.—Royal Victoria Yacht Club—Commodore's Cup.
 22.—Torbay.
 22 & 23.—Royal Western Yacht Club—Plymouth.
 24.—Walton-on-the-Naze.
 25.—Folkestone.
 26.—R.T.Y.C. and R.V.Y.C.—To Gibraltar.
 28.—Temple.
 30.—Dover.

NOTICE.—The report of the R.T.Y.C. channel match to Ryde inserted in *c* last, appeared previously in the *Field*. We should feel obliged to our correspondents when forwarding slips, to state the source derived from.

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HUNT'S YACHTING MAGAZINE.

SEPTEMBER, 1865.

ROYAL YACHT SQUADRON REGATTA.

THE annual aquatic festival of this distinguished Club took place this year as usual, the week immediately succeeding that of Goodwood Races, and was most successful in its weather, as well as in the number and quality of the vessels which took part in the contests. The fleet anchored in the Roads off Cowes Castle, comprised some of the finest vessels ever constructed for pleasure sailing in this or any country, and gave a wonderful proof by their size, and the sums spent in their construction of the growth of the taste for yachting, in the wealthier inhabitants of the British Islands. Amongst the most conspicuous were the Zara and Helen, carrying the flags of the Commodore the Earl of Wilton, and the Vice-Commodore the Marquis of Conyngham, Brilliant, Titania, Enchantress, Arrow, Eugenie, Speranza, Tyne, Queen Eleanor, Albertine, Egeria, Pantomime, Florence, Meteor, Petrel, Koh-i-noor, Ursuline, Minx, Aquiline, Coquette, Hirondelle, Dream, Delaware, New Moon, Nymph, St. Lawrence, Menai, and Heroine, and last in size, but not least in interest, the pretty little Dagmar, the new purchase of His Royal Highness the Prince of Wales. All these flew the snowy bunting of the Squadron, while mingled with them were the Constance, Aline, Pearl, Circe, Daphne, Witchcraft, Selene, Evadne, Marion, Albatross, Astarte, Vindex, Xantha, Niobe, Syren, Intrepid, and many others representing almost all the yacht clubs in the United Kingdom, and forming a picture of unparalleled beauty to a yachtsman's eye.

The sports began on Tuesday, 1st. August, with the contest for the trophy most valued of all those annually sailed for at the regattas on the coast ; the cup presented by her most gracious Majesty to the club which, may be called par excellence, *the Royal Yacht Club*, confined to vessels belonging to its own members, and of late years to the schooner class as being that in which it particularly excels. It consisted of an elegantly shaped silver vase, standing about twenty inches high, surmounted by an Imperial Crown, one side encircled with a bas relief, representing Venus drawn by Dolphins, and attended by Cupids; the other with the inscription, "Gift of Her Majesty the Queen, 1865", and a blank for the name of the fortunate vessel and her owner :— handles modelled in the shape of Dolphins. It was manufactured by the Messrs. Garrard of London, and does credit to the taste and workmanship of that eminent firm.

The entry being very large, comprising the Albertine, built by Inman of Lymington, for Lord Londesborough, a very fast vessel, having won the similar prize the two preceding years, and the Aline, the property of the Commodore of the Royal Victoria Yacht Club, Captain Thellusson, with whom he had been successful in 1860, and ran a good second to the celebrated Alarm in 1861, when she repeated the victories she had won in 1838, 1854, and 1858. This vessel from her size, power, and well known sailing qualities was the favorite, and would probably, coupled with Albertine, have been backed against the field : she was built in 1860, by Camper and Nicholson of Gosport, and was about the first schooner fitted with the running bowsprit now so common. The rest of the fleet comprised the Titania, built of iron on the wave line principle by Mr. Scott Russell, for the late Mr. Robt. Stephenson, the celebrated engineer, and a fine powerful vessel tho' with few claims to beauty. The Galatea now owned by Lord Berners, was very successful in 1862 and 1863, when the property of T. Broadwood, Esq., and constructed for him by Hansen of Cowes. Aquiline a fast and pretty little craft from the stocks of Messrs. Harvey of Wivenhoe, and well known as a good one in her class, but rather over marked amongst her present competitors. Viking laid down by Ratsey, for Sir Anthony Sterling, soon after the advent of the celebrated America, and an imitation of her lines ; but she has since been lengthened and improved, tho' she retains the appearance and rig of that school : she beat the Galatea and Diadem at Cork in 1861, and proved herself very fast especially to windward, and would probably have been taken next in favour to the two first mentioned vessels as likely to carry off her Majesty's gift. Last, but not least, were the two new vessels of this

season the Egeria the pet of Poole, and the Pantomime built by Ratsey, for Lieut. Col. Markham, and resembling much the fine boats constructed by him for the Liverpool pilot service, but with finer lines, and a better counter and run. She is rigged with a cutter bowsprit and has an upright stern, is masted like the well known Wildfire, and carries very taunt spars. Thus all the best builders of two masted vessels except Will Fyffe were represented, and the contest was considered a highly interesting and very open one.

The morning rose rough and blowing, wind from N.W., with heavy squalls brewing, and a nasty appearance of rain, which however, went off as the day advanced, and with a bright sun and fine steady breeze, it was, taken all in all, as fine a one for the purpose as could have been picked out of the entire year. The orders given the night before by Captain Browne, Secretary to the R.Y.S., were to take up stations in order of berths, as pointed out by the master of the tug steamer engaged by the club, and accordingly at 8h. 30m. a.m. the Egeria, whose owner had drawn No. 1 berth, dropped her anchor precisely in obedience to the orders given to her pilot, William Nicholls, (son of the world known Jack Nicholls of Moequito and Alarm celebrity,) by the authority in the steamer ; viz., so that when she swung with the flood tide she would be in a line between the two buoys on the Brambles and the flag-vessel anchored off Cowes Castle, and by her the other vessels let go forming a very tolerable line, tho' of course as long as the tide continued going to the westward No. 2, showed from the Club-house exactly as usual. About 9 $\frac{1}{2}$ h. however a boat came alongside Egeria with directions from Captain Browne for her to get up her anchor and drop to the eastward, until the two buoys of the Brambles were exactly in one, which of course gave her some 60 yards advantage, should the vessels be sent to the eastward first, and the same distance to the bad if to the westward, a point up to that time not signalled from the Club. This order seemed so curious at that time, and under the previous directions, that her owner determined before obeying it to hear it repeated with his own ears, and accordingly proceeded to the Castle, where he received the same instructions from Captain Browne himself, in the most peremptory terms, coupled with a threat of disqualification if not at once obeyed. Under these circumstances there was nothing else for it, and at once on his return aboard she dropped down until precisely on the line indicated where she let go ; the move of course giving her when the white pendant went up a considerable advantage in getting away, which she was not slow to avail herself of, altho' in the hurry of the change her spring was bent on wrong, and was very nearly

fouling as she canted. The tonnage was computed by the now universal rule of deck measurement, called the Royal Thames, though first used at Cork many years ago, and made a considerable change in the size of some of the craft, Ackers' scale of time was allowed, and the order of berths was as placed below:—

Numbered as in Hunt's Universal Yacht List, 1865.

No	Names of Yachts	Rig	Tons	Thames	Owners
329	Egeria	schooner	161	156	J. Mulholland, Esq.
1348	Titania	schooner	184	183	Earl of Rosse
892	Pantomime	schooner	140	136	Lieut-Col. W. J. Markham
1405	Viking	schooner	142	131	Inglis Jones, Esq.
15	Albertine	schooner	156	152	Lord Londenborough
476	Galatea	schooner	143	138	Lord Berners
29	Aline	schooner	216	215	C. Thellusson, Esq.
52	Aquiline	schooner	55	59	Lieut.-Col. Hon. D. Finch

Course to start off the R.Y.S. Castle, go round Nab, and a flag-boat moored off Yarmouth, keeping outside the Noman and Peel buoys, leaving Nab and flag-vessel on starboard hand, to pass to the northward, of the Brambles, and finish inside a flag-boat moored off the R.Y.S. Castle.

To slip from their own anchors, no canvas to be set until the second gun fired. Tide running strong to eastward, wind fresh from W.N.W. The starting gun fired at 10 a.m. precisely, when each began to cant round, setting her sails at the same time; and here we may remark on the doubtful utility of the rule now confined solely to the Thames and Solent, forbidding the spread of the heavier canvas beforehand, leaving only the head sails to go up after the gun fired, as the hoisting of such enormous weights as the mainsails of vessels of the size engaged, while running before the wind produces a terrific strain, not only on the men but on the gear, renders it almost impossible to set the sail properly without carrying away something, besides the chance of fouling is much greater while all hands are pulling and hauling at the halliards, and when vessels are not in hand and obedient to their rudders.

Egeria from the advantage before mentioned, and hoisting her sails very quickly, was first off, and having the advantage of a clear stage while the others hung on, and impeded each other, slipped off under all plain sail, and her two topsails, an example followed by all the rest except Albertine, which had a reef in her mainsail, and Viking having no fore-topmast had to content herself with one wing aloft. Most of them had balloon jibs; but Aline, Egeria and Pantomime contented themselves with balloon staysails, and the large reaching jibs; and

when they shook into their places and neared the Noman the Egeria was leading some 40 seconds, going at a tremendous pace with wind and tide, Albertine 2nd, Pantomime 3rd, Titania 4th, Aline passing Viking 5th, Galatea next, and Aquiline astern, running directly for the Nab, with her sails goose-winged. The sea was smooth but breeze freshening and coming to the northward; so after passing the Warner, which the Egeria did at 10h. 55m., Albertine 10h. 57m. 5s., Pantomime 10h. 58m., Aline sent down both her topmasts ; Albertine, Egeria, and Pantomime their fore-topmasts and topsails ; the two former replacing their so lost main-gaff-topsails with jib-headed ones, and the latter keeping up her square. They rounded the Nab thus:—

	h. m. a.		h. m. s.		h. m. s.
Egeria	11 18 30	Titania	11 21 30	Galatea	11 25 0
Albertine	11 20 20	Viking	11 22 15	Aquiline	11 30 0
Pantomime	11 20 0	Aline	11 22 50		

Leaving the lightship on the starboard hand all reached over for the Island shore, and then beat up along the Sands. Egeria to the great surprise and disgust of her crew immediately began to go to leeward, and held no wind, which to those acquainted with her weatherly qualities was most surprising and unaccountable. On the first tack Albertine weathered her 100 yards, and on the second Aline did the same, also crossing Albertine, while Pantomime and Viking crossed close astern. A minute inspection of Egeria showed that in the hurry her jib-sheet had been rove through the wrong holes, and that the angle was imperfect: this being remedied, and her whole crew sent on her shoulders, she began to go in her proper form; and on the fourth tack she weathered the Albertine, who then shook out her reef. Aline led to the Warner, when, as the wind became light she sent up her main-topmast and a jib-headed topsail, while Pantomime came second, and Titania, under the skilful guidance of Thomas Penuy, formerly of Wildfire, held her ground well, having a tremendous boom over her quarter and main-sheet-block right in centre of it. The wind began to lighten and Egeria found the want of her fore-topsail so sent up her jumper-stays which had been prepared, but in the strong wind she feared to risk her mainmast-head, let go her triatic and sent up her topmast and topsail, when she immediately began to gain, looked like weathering the Aline ; but making an unlucky tack right into Stokes Bay followed by Titania, she came out again to leeward of Aline, Albertine, and Pantomime. Titania ran ashore in Stokes Bay and stuck some ten minutes, which put out her chance.

Most of the vessels now worked down the Island shore, and Albertine

made a long board right in amongst the yachts at anchor off Ryde, but Egeria under the skilful pilotage of William Nicholls, despite the ill success which had attended her last effort to catch a breeze off Southampton shore still hugged it, and next reach was rewarded by a fine puff down Southampton water, which sent her well to windward of the fleet, except the Aline, but crossing the Albertine so close as to receive some forecastle compliments from her crew. After this the three leading vessels kept so close that Egeria put Aline about, as she found she could not safely try to cross her bow, while she barely cleared Albertine, the rest of the fleet following pretty close together. Yarmouth was at last reached, after a long beat of 22 miles, and the boat rounded—

	h. m. s.		h. m. s.
Aline	4 45 0	Albertine.....	4 48 5
Egeria.....	4 46 10	Viking	4 54 4

The instant they were round up went squaresails, balloon topsails and jibs with wonderful rapidity. Egeria racing up to Aline hoping to pass her to windward, but this not being allowed she kept away under her lee, and a beautiful sight these two splendid vessels made as they flew up the Solent before a strong breeze, the point of the squaresail boom of the one almost touching the boom end of the other, and so the race finished, there hardly being three yards between them, tho' the official time made 6 seconds, in which space at the pace at which they were going either of them would have run at least her own length. The official time given was

	h. m. s.		h. m. s.		h. m. s.
Aline	5 43 30	Albertine.....	5 48 17	Pantomime	6 1 40
Egeria	5 48 36	Viking	5 54 3	Titiana	6 5 20

After the proper allowance of time Egeria was the winner of the splendid trophy by 6m. 14s. from Aline, and 4m. 6s. from Albertine. Lord Londesborough on coming in lodged a protest against Egeria on the ground that she had not started from her proper station, but the Sailing Committee on hearing the evidence of Captain Browne, and the captain of the tug, as to the directions given to the Egeria, decided at once in her favour, and the cup was handed over to her owner.

Wednesday, 2nd August.—This day was allotted to the annual regatta of gigs and other rowing boats, under the patronage of the Yacht Squadron, but managed by a committee of the town's people of Cowes, followed by the annual dinner at the Club-house, and by a grand display of fireworks in the evening ; but the wetness of the day sadly interfered with the enjoyment of the numerous spectators who thronged the esplanade.

The dinner of the R.Y.S. took place at seven o'clock, about 70 members and their friends being present. The Earl of Wilton, the Commodore of the club in the chair, while the Marquis of Conyngham, the Vice-Commodore acted as croupier. After the dinner and the usual loyal toasts, the healths of the noble Commodore and Vice-Commodore were drunk with all the honors and much enthusiasm. The Commodore in returning thanks, alluded to the gratifying and most complimentary incident that the Prince of Wales, altho' an honorary member, had requested him to propose his name at the next meeting as an ordinary member of the Yacht Squadron, which had of course been done, and His Royal Highness elected by acclamation. The health of the winner of the Queen's Cup was also drunk, and the party broke up full of anticipation of the race next day, for which there was a noble entry, comprising 18 vessels, most of them the finest of their class, and representing an amount of money value which has seldom if ever been seen at the starting buoys.

The match was for a prize of 100 sovs., presented by the R.Y.S., and open to yachts belonging to all Royal Yacht Clubs, of any rig or tonnage. Course, round the Isle of Wight, to be handicapped according to rig, size, and performances by the Sailing Committee—a most difficult task, when the great variety of these points is considered, added to the number of the competitors being new and untried, and the uncertainty of what sort the weather would be.

The handicap was published before dinner, and with the exception that the Niobe had got in on such cheap terms that it looked on paper, as it proved, a good thing for her, should the day turn out light enough to give the small ones any chance. It was an excellent and very fair calculation of the merits of the vessels entered.

Of these we have in our account of the race for H. M. cup given some slight sketch of the builder and performances of eight of the principal, we may now say a few words as to the rest. The Marina is a fine slashing cutter of 65 tons, and one that has always shown herself, especially in Channel matches from port to port in the open sea, a good and fast vessel, very powerful in a lop, and under reefed canvas: she was built by Ratsey in 1852, but has been since lengthened and improved for her present owner. She was in on good terms, and in a stiff breeze and long beat would have been a great favorite. Sibyl is another of Ratsey's and of little account. Niobe is a real beauty, and an out-and-out clipper, one of the best productions of King Dan; and with the advantage of a regular racing crew and first-rate heads on board her. The Sailing Committee must surely have got tired over their

work as they came to the tail of the list, and forgotten her performances in the Thames when they let her in with the Sibyl at the largest time allowance of the whole fleet, especially when they made the Christabel, a vessel she has always beaten on an even scale of time, give her 12 minutes in her own peculiar water. The knowing-ones soon made her first favorite, and as the race was run with such smooth water outside, and a regular beat up from the Nab, might have stood her for their best hat. Pantomime already mentioned, but on this occasion she had 3 tons more ballast on board than on the previous day. The Creusa is a new vessel by Hansen, a beauty to look at, and one much fancied, especially should the race prove much of a run and reach, as from her appearance she is bound to go, at least off the wind. The next is a wonderful ship to look at and the largest of the fleet,—the Witchcraft, built this season by S. J. White of East Cowes, on the principle of small displacement, and huge spars kept up by a mass of lead ballast, 40 tons of which it is said is moulded into her bottom: she has no paint on her sides, but is all polished oak or teak, and with her long standing bowsprit, and ridiculously small jib-boom, immense staysail on a boom, and tremendous masts has a peculiar appearance. She is certainly fast off the wind, tho' no great *witch* to go when on it. Her decks were covered with men, and when coming in close beside the little Niobe it looked like "a horse to a hen," and as if she was contending with one of her own jolly boats. Our next to notice is truly the "cock of the walk," the redoubtold old Arrow, most properly put at the head of the list with the doubtful honor of given more or less time to everybody. It was almost a certainty that she would come in first, but that she could give the time allotted unless under very peculiar circumstances of wind and weather, was another thing, tho' many fancied she would, and few liked to have her on the wrong side of their book. Zoe, a schooner built by Inman, but not intended for racing, and tho' handsomely fitted up inside could have no earthly chance of adding anything to her decorations in such company.

The Speranza was the only yawl in the fleet, and a very handsome specimen of a class of vessels which, tho' not at present in fashion, are rapidly becoming so, and are the fancy of most of the old yachtsmen who know what comfort and convenience is, and who are not carried away by the mere fashion of the moment which prescribes raking fore-and-aft schooners as the only thing fit for a gentleman. When however one sees such men as Mr. George Bentinck with the Dream, Lord Alfred Paget first with the Waterlily and now with the Xantha, Mr. Villebois with the Ursuline, Mr. B. H. Jones, after long experience of

the Bacchante, with the Speranza, and last not least, Lord Ponsonby with such a vessel on the stocks as the Lufra; to say nothing of the Pearl, Flower of Yarrow, and Julia, it is not too much to say that they are not far wrong as to what is handy and fast at the same time; and a little experience of the pleasures of working fore-sheets in blowing weather would soon bring many others to the same opinion. Speranza was built by Wanhill last year, and sailed admirably at the Mersey regatta, both then and this season giving a smart thrashing to some crack schooners, and showing herself an out-and-out fast vessel, especially in a breeze. Christabel comes next, one of the fastest, and certainly the prettiest of the crack racing cutters of the day, but as to this race quite safe by her allowance of time to Niobe. The last on the list was the victor of the previous day, the noble looking Egeria, which had the great good luck again to draw the outside station close to the south buoy of the Brambles, which placed her well to windward. She was naturally a great favorite, tho' somewhat penalized for her previous victory.

To place such a number of yachts of course took up much time, but by 9h. 40m. all were ready and the gun fired. Wind W.N.W., and pretty strong, just enabling the windward vessels to lie out past the buoy on the Warden Ledge while heavy clouds hung about, making it very doubtful what sort of day it would turn out, luckily the rain kept off, except for the one squall described afterwards the day was everything which could be desired for such a race. The tide was going strong to the westward when they started and would carry them well out through the Needles before it. When all were in their places the sight was beautiful, and must have been still more so from the shore. They were moored as placed—

Numbered as in Hunt's Universal Yacht List 1865.

No.	Names of Yachts	Rig	O. M. Tons	Thames	Owners :	Handicap time.
15	Albertine	schooner	156	152	Lord Londesborough.	28m.
215	Aline	schooner	216	215	C. Thellusson, Esq.	17
721	Marina	cutter	65	65	J. C Morice, Esq.	23
1092	Sibyl	cutter	45		Lt.Cl. Hon. H. Annesley	40
834	Niobe	cutter	40	40	W. Gordon, Esq.	40
892	Pantomime	schooner	140	184	Lt.Col. W. T. Markham.	35
238	Creusa	schooner	206		W. J. Rideout, Esq.	20
1405	Viking	schooner	142	131	Inglis Jones, Esq.	35
476	Galatea	schooner	143	138	Lord Berners.	40
1348	Titania	schooner	184	183	Earl of Rosse.	37
1523	Witchcraft	schooner	241	224	T. Broadwood, Esq.	17
65	Arrow	cutter	102	97	T. Chamberlayne, Esq.	0
1568	Zoe	schooner	161		Sir B. Chichester, Bart.	38
1240	Speranza	yawl	100	98	B. Heywood Jones, Esq.	23
184	Christabel	cutter	51	52	A. C. Kennard, Esq.	38
329	Egeria	schooner	161	156	J. Mulholland, Esq.	25

The time which each yacht was to allow another may be ascertained by subtracting one time as measured to the Arrow from the other, thus Aline allowed Albertine 11 minutes.

When the gun fired the yawl ran up her mizen and jumped off with the lead, followed by the small cutters ; Viking first of the schooners, Egeria next, but in such a wide spread line it was not easy to ascertain which led, especially as some vessels could fetch much further along the shore than others ; there was also some fouling among we believe Galatea, Arrow, and Pantomime, in which the latter had her bobstay carried away, and her chance damaged ; Speranza quickly increased her lead and Chrystabel followed her, with Egeria hard on her tracks ; these three vessels seeming likely to fetch out while all the others had to tack : when near the Warden ledge Egeria came upon the weather of the Christabel, when the latter tacked to clear his wind ; and at 10h. 5m. Viking tacked towards Egeria, but failed to weather her, so passed astern ; at 10h. 20m. Witchcraft just weathered Albertine, which had tacked from the Island shore ; and at 10h. 30m. they lay nearly Speranza, 1st ; Christabel, 2nd ; Egeria, 3rd ; Niobe, 4th ; Marina, 5th, Arrow, 6th. Viking tacked twice, and we believe the only vessels that actually went without a tack were Speranza and Egeria, both being under all plain sail and with working topsails, they passed the Needles :—

	h. m. s.		h. m. s.		h. m. s.	
Speranza	11 4 30		Niobe.....	11 13 40	Creusa.....	11 17 0
Egeria.....	11 6 10		Titania.....	11 14 10	Marina.....	11 18 0
Arrow.....	.. 11 11 0		Viking.....	11 15 0	Pantomime.....	11 19 0
Christabel.....	. 11 11 20		Aline.....	11 15 30		
Witchcraft.....	11 13 0		Galatea.....	11 16 0		

It was then at once up squaresails with all who had them, or boom out balloon foresails with the small cutters ; but for some unaccountable reason Speranza tho' with a square-yard up and down her mast, set only a square-topsail instead of a squaresail, and went away wonderfully even with it, still holding a good lead. Egeria got her balloon main-gaff-topsail and fore-topsail, but was very slow with her squaresail the yard being topped up, and while setting it the breeze fell light, and the rest of the fleet, led by the Arrow with enormous squaresail, and her huge mainsail right across her began to creep up. All went on slowly towards St. Catherine ; at 12h. 10m. Arrow ran closely by Egeria ; at 12h. 20m. Niobe by Viking ; at 12h. 30m. Witchcraft under an enormous spread of canvas got past Christabel, Aline, and some others, keeping well outside of everything, and some of the fleet being already hull down and quite undistinguishable. At 12h. 40m. Arrow closed

on Speranza who luffed in under St. Catherine's light to stop her, and they passed Speranza, 12h. 49m. 0s. ; Arrow, 12h. 49m. 28s. ; Egeria, 12h. 50m. 25s. ; Witchcraft, 12h. 51m. 25s. In came Arrow's squaresail and out went her balloon jib, an example followed by Christabel and Niobe ; and at one o'clock Arrow got by Speranza to leeward, and took a lead which she never afterwards lost. Witchcraft drew close up and threatened Egeria to windward, but the latter would not have it, and tho' without a pilot for the off shore of the Island, luffed right in threatening to put Witchcraft ashore, before she would let her pass to windward; three times she tried it on, and as many times hauled off, all on board expecting to hear a grind under them every moment, and no doubt much alarming the flat fish. Meantime the rest of the fleet had kept out further, and having a better breeze were fast drawing up led by Titania and Albertine ; Witchcraft at 1h. 15m. had dropped back a little; and Egeria came upon Speranza, but not thinking it possible she would let her go-by to windward, and having a feeling of good will to her sister ship she did not try her weather guage, so went up alongside her to leeward, expecting to slip past and leave Speranza to settle accounts with Witchcraft, but while entangled with her the big one got a puff and came up inside of both. "What, it is not possible he means to let him go by?" "Luff you beef barrel on legs." "Stop her, or let us do so!" But no, if anything he dropped down on Egeria, shook her right up and away went Witchcraft clear from both. This was close off Ventnor, and off Sandown thus lay Arrow, Witchcraft, Speranza, Egeria, Creusa, Albertine, Titania, Aline, Niobe, Viking, Pantomime, Christabel, &c., &c. At 2h. 10m., Egeria got by Speranza and they rounded Nab, Arrow, 2h. 21m. 35s. ; Witchcraft, 2h. 23m. 25s.; Egeria, with Creusa comfortably tucked under lee, 2h. 26m. 0s.; and Speranza with Albertine under hers, 2h. 26m. 15s. : fine close work after so long a sail; Aline 2h. 26m. 20s.

The race now really began in earnest, as it was a dead beat with a fresh breeze and lee tide,—Albertine went about towards the Island after Witchcraft; Egeria, as on the previous day, letting go her triatic and sending up jumper stays to facilitate the working of her fore-topsail, stood over for Portsmouth, and immediately began to gain on two tacks; she weathered Witchcraft along way and left her to the tender mercies of the Albertine, and they hung each other up in the tide off the Noman, in a way that was most gratifying to their opponents. Arrow gained a little, but very little on Egeria, while Niobe and Christabel began to creep up in the distance, Creusa and Speranza went awfully to leeward, while

Pantomime and Viking held good winds and worked well up. Arrow and Egeria at 3h. 30m. led well, and it became a question with latter whether or not she would save her time from Niobe, who looked very dangerous down near Portsmouth. Of all the rest she held little account, when in an unlucky hour when off Stokes Bay landing pier, a heavy black cloud coming from northward, Albertine was seen stretching right over from main land towards Ryde, the rivalry which the previous day's racing had produced between these two, now made her builder very unwilling to leave his enemy, and in spite of good judgment and the secret opinion of every one on board, away went Egeria right across the Solent, when, just off the Island down came the squall, and headed her and Albertine right back for where they came from; and when they got back, which they did within 50 yards of the same point, Arrow, Witchcraft, Niobe, and all on that shore were flying right up for Cowes, under a tremendous puff, with as much wind as they could stagger under, and all chance of the race was quite gone. Of course the large schooners gained much in the run up, and were well on to Niobe, when she passed, but the mischief was done, and the gallant little ship went in an easy winner. Official time being :—

	h. m. s.		h. m. s.		h. m. s.
Arrow.....	5 7 0	Viking.....	5 31 0	Sibyl.....	5 41 30
Witchcraft.....	5 20 0	Marina.....	5 33 0	Creusa.....	5 48 0
Niobe.....	5 20 30	Pantomime.....	5 36 30	Titania.....	5 56 0
Egeria.....	5 21 0	Christabel.....	5 40 0	Zoe.....	5 56 1
Albertine.....	5 26 30	Galatea.....	5 40 10		
Aline.....	5 28 30	Speranza.....	5 41 10		

By this, after deducting the time allowed, Niobe was winner by 26m. 30s. from Arrow, than which, in spite of the puff in "*Bell's Life*," no vessel profitted more by the shift of wind, without which on time she would have been certainly not more than 7 or 8 minutes ahead of several vessels, which like Speranza, Titania, and Pantomime were completely thrown out. Egeria and Viking, after deducting the 10 minutes allowed by the former ran a dead heat for second place, and Albertine saved her time by 8m. 30s. from Arrow for third place. Thus ended one of the finest races ever seen or sailed, and if similar good fortune attends the R.Y.S. in their next year's regatta, and in the result of their Sailing Committee's handicapping they will indeed be fortunate.

Friday, August 4th.—The contest this day was for a prize of £100, open to cutters over 30 tons, and under 80 tons, Thames measurement, belonging to any royal club.—Time race, Ackers' scale. The following yachts started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Name of Yachts	Rig	Tons	Owners	Builders.
984	Niobe	cutter	40	W. Gordon, Esq.	Hatcher
	Hirondelle	cutter	68	Lord Henry Lennox	Aldous
184	Christabel	cutter	52	A. C. Kennard, Esq.	Harvey
871	Osprey	cutter	59	F. S. Stanley, Esq.	White
69	Astarte	cutter	74	W. Battersby, Esq.	Day and Son
1287	Surge	cutter	52	W. W. F. Hay, Esq.	Fife
729	Menai	cutter	79	E. Lloyd, Esq.	Talbot
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall I Co.
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey

The course was from abreast Cowes Castle, round the Warner, thence to Calshot, passing to the northward of the Brambles, thence round a boat moored off Lepe, and back to Cowes. The wind was from N.W., with just a steady whole sail breeze, and on the gun firing for the start the Niobe first began the move, but Christabel rushed past her, as did Hirondelle, placing the little one third in rank, which not meeting the views of Tom Duich, (who was sailing her), fresh power was put on, and Niobe outpaced Hirondelle, showing strong symptoms of challenging Christabel. The others followed thus—Osprey, Astarte, Menai, Marina, Surge, Vindex; with flowing sheets they spanked along at a tremendous pace, and the Menai outsailed her compeers and came to the fore; and was the first to round the Warner lightship—the eastern limits of the course. Having rounded it was a dead beat to windward for the Calshot, the wind being still N.W., but they had the last of the ebb tide, which materially assisted them, and reduced the number of tacks they would otherwise have to make. The Menai near the Noman, carried away the tack of her jib, but the mischief was soon repaired, and she lost little way. The Osprey also had the mishap to split her jib. Working their way under the North shore, through Stokes Bay, and past Browndown Christabel overhauled Astarte and took third place. In the next reach for the light she was under the lee of Hirondelle, and upon tacking weathered that craft and became second vessel, Menai being some distance ahead. The Calshot Light was rounded by each as follows :—

	h. m. s.		h. m. s.		h. m. s.
Menai	1 17 30	Astarte.....	1 31 43	Niobe.....	1 39 32
Christabel	1 24 10	Osprey.....	1 33 25	Marina.....	1 45 20
Hirondelle	1 27 54	Vindex.....	1 36 20	Surge.....	1 46 55

After weathering Calshot they came on the starboard tack, with a free wind and more on the quarter, being able to fetch the vessel

moored off Lepe without making a single tack. They gybed round the flag-boat in the order that the Calshot was rounded, and then with sheets eased off, large jibs and topsails set, they ran for Cowes, passing between the station vessel and the Club-house, completing the first round :—

	h. m. s.		h. m. s.		h. m. s.
Menai	1 52 5	Astarte	2 7 47	Niobe	2 15 57
Christabel	1 58 42	Osprey	2 9 9	Marina	2 21 47
Hirondelle	2 3 48	Vindex	2 11 39	Surge	2 22 48

The wind had fallen off considerably since the start, but it still blew from N.W., and as the flood tide was running with full strength to the eastward the fleet rattled away for the Warner, passing Ryde Pier in the same order as above. All started a great press of canvas, and the Warner was rounded by Menai 8m. ahead of Christabel, and 44m. of Surge the last vessel. They had both wind and tide against them on the return; and made short boards along the Island shore, to shun the force of the tide, and then stood over for Spithead in order to beat up the north shore. Up to this time the Menai had kept well ahead, but off Stokes bay she lost the wind, and the others came drawing on her, more particularly the Niobe, which had now her topsail set (having been without chief of the race,) and she catching a northerly breeze off the land flew past her compeers, passing under the lee of Menai, and finally led to the windward of the lot. The Hirondelle shortly afterwards caught the increasing breeze, and sailed to the front, rounding Calshot 45 seconds ahead of Niobe, and 21m. 58s. of Marina the last vessel ; the Astarte and Surge having previously retired. From Calshot to Lepe no change occurred in their positions, each vessel carrying a leading wind to the boat, having rounded which booms were again eased off, and with large topsails they ran past the Club-house, completing the match thus :—

	h. m. s.		h. m. s.		h. m. s.
Hirondelle	6 51 57	Menai	7 1 47	Christabel	7 5 32
Niobe	6 56 7	Osprey	7 4 37		

Menai and Vindex not timed. This was a very unexpected termination, as the *metallics* had booked the Menai to win. That the Niobe was particularly well handled and nursed there can be no doubt, for if we mistake not Hatcher her builder was on board; and two such men as Tom and Dan would beat the —. Never mind—the Niobe received the prize.

The ball took place in the evening and was honored by the presence of their Royal Highnesses the Prince and Princess of Wales.

ROYAL YORKSHIRE YACHT CLUB REGATTA.

JULY 26th and 27th, the Humber was alive with yachts of all sizes. The day was fine and therefore thousands assembled on every available point from whence a view of the races could be obtained ; the prizes were good and bountiful.

For the first match was a piece of plate of the value of 60 guineas, presented by the club, to be sailed for by yachts belonging to any royal club ; half-a-minute allowed for difference of tonnage. The second prize was a cup of the value of 10 guineas.

For the second match a piece of plate of the value of 20 guineas was presented by J. Loft, Esq., Sheriff of Hull, for yachts belonging to the Royal Yorkshire Yacht Club, whose owners reside or have a place of business in Hull. A cup of the value of 6 guineas was to be given to the second yacht if four started, but this condition was not fulfilled. The following were the entries :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders.
FIRST MATCH.					
36	Amber Witch	yawl	51	Sir H. Bacon, Bart.	Wanhill
86	Azalea	schooner	34	G. Wilkinson, Esq.	
186	Cinderella	cutter	15	T. H. Head, Esq.	Fife
1046	Sapphire	cutter	33	Major A. Bannister	
1286	Surf	cutter	54	J. Tempest, Esq.	Fife
23	Algerine	cutter	10	F. Rosoman, Esq.	Payne
	Æmulus	cutter	27	R. E. Garrett, Esq.	
SECOND MATCH.					
901	Pearl	cutter	10	F. Hoare, Esq.	
19	Alexandra	cutter	15	St. Clair Byrne, Esq	Millwall I Co.
602	Ivy	cutter	18	Capt. Cator, R.N.	Marshall

The course for all yachts was down the Humber to the Bull floating light, leaving it on the starboard hand, and back.

The two matches were started together, at about 10h. 45m., with a light S.E. breeze, and the smaller craft were for a time in good position. The Pearl for some reason soon retired from the contest. The Hebbles light was passed in the following order :—Cinderella, Albertine, Amber Witch, Surf, Sapphire, Æmulus, Azalea, Alexandra, and Ivy. From this to the Sand Head buoy some changes took place—the Cinderella, Algerine, and Amber Witch gave way to the Surf, the two former being becalmed. The Surf was hard pressed by Amber Witch, and when passing Sand Head fifty seconds only separated them. After passing this the wind being right in the teeth

v Algerine

of the yachts it was a dead beat up to Killingholme, and Paull was passed in the following order :—Surf first, Amber Witch second, Algerine third, Sapphire fourth, Cinderella fifth, Azalea sixth, and *Æmulus* seventh. Alexandra and Ivy, the competing yachts in the second race, were a considerable distance astern. Whilst passing Paull Battery the Cinderella gained a little lost ground, taking the fourth position. Here the breeze freshened considerably, and the wind being ahead the yachts tacked away for Killingholme, sailing pretty much in the same order as last stated. When nearly abreast of Killingholme, and third in the race, the Algerine broke her throat halliards, and was consequently compelled to retire from the contest. From Killingholme to Spurn Point the fine sailing qualities of the Surf were apparent ; she was handled by her owner in a masterly style, and sailed nearer the wind than any other vessel in the race. As the yachts reached the Bull Lightship the breeze again freshened to such a degree, indeed, that the Ivy and the *Æmulus* took in their topsails and struck their top-masts. From Grimsby to the lightship the Surf held her own, the second yacht being the Amber Witch. The Bull Float was rounded in the following order and time :—

	h. m. s.		h. m. s.		h. m. s.
Surf	1 11 10	Cinderella.....	2 8 55	Sapphire.....	2 15 0
Amber Witch	1 51 10	Azalea.....	2 13 30	Ivy.....	2 16 10
Alexandra	2 4 0				

Whilst running down the Humber, the crews of the Surf and the Cinderella found it necessary to take down the large topsails with which they started, and replace them with smaller ones ; but on getting round the Bull Lightship they ran before the wind, and the small topsails were accordingly taken down, and the balloon canvas set. The vessels then commenced the return voyage under favourable circumstances. The Surf maintained the lead, and completed her course at 4h. 21m. 30s.; it was not quite clear however, whether she had covered the time allowance which she had to make. The Alexandra also maintained the lead among the yachts engaged in the second race, the Alexandra coming in at 4h. 35m. 30s., and the Ivy at 4h. 56m. 20s.

After making an allowance for difference of tonnage the Surf won by 6m. Lord Londesborough, the Commodore, in presenting the first cup to J. Tempest, Esq., congratulated him on the first victory he had won in the Hull waters ; his lordship added, that he hoped it would not be the last.

Major Bannister, the Vice-Commodore, presented the second prize cup to Sir Hickman Bacon, the owner of the *Amber Witch*, Sir Hic-

man, in expressing his acknowledgments, said, with a little more wind he believed he should have come in still closer. It was a dead beat down to the Bull, and back again he had the wind right aft, which was the very worst wind he (Sir H. Bacon) could have had. The cups were filled with champagne, and the gentlemen present drank the healths of the winners.

J. Lott, Esq., Sheriff, presented the prize given by himself to St. Clair Byrne, Esq.

At the conclusion of these presentations a boat race came off. Three boats entered—two of the St. George's and one of the Londesborough Club. One of the former retired from the race after the first 100 yards. The two remaining boats maintained a spirited contest up to the No. 12 Buoy. The St. George's boat took the lead at the Victoria Dock, and on reaching the buoy had gained several lengths. The Londesborough boat did not round the buoy, and thus the St. George's boat won. Each of the gentlemen composing the winning crew received a handsome cup, which was handed to him by the Vice-Commodore. We append the names of the successful crew—G. Jackson; H. P. Cator, J. R. Humphreys, J. McCormick, R. E. Garrett, C. J. Todd, and F. Galloway (cox).

Second Day.—The morning dawned cloudy and overcast, with a moderate N.W. breeze, promising, contrary to the previous day, a run down and a beat up. The prizes to be contended for were 30 guineas and a 6 guinea cup for the beaten yachts of the first day ; a 20 guinea and 6 guinea cup for yachts under 20 tons; and a salver, value 20 guineas, given by the Rear-Commodore, with a 6 guinea cup for the second boat, for yachts under 10 tons. The boats entered for, the second of these races elected to sail among the beaten yachts with the exception of the Alexandra, which was thus left without a competitor. Her owner, however, agreed to run among the beaten yachts for the 20 guinea prize rather than not have a race, in consequence of the rule, "three to start or no race". The following yachts, therefore, started for this compound race:—Azalea, Sapphire, \textae mulus, Ivy, Alexandra, and Cinderella.

For Rear-Commodore Harrison's prize—Algerine, Chlora, 7 tons, G. Duck, Esq., Gnat, 5 tons, T. Oldham, Esq., and Pearl.

As on the previous day, they were all started together, but the small boats were only to go round the Lower Burcom Buoy. A good start was effected, Chlora going off with the lead, closely followed by \textae mulus. Balloon sails were set by all but Alexandra, who seemed to have some

doubts as to her topmast, and during both days contented herself with her working topsails. Off Paull *Æmulus* led, closely followed by *Ivy*, *Chlora*, *Cinderella*, *Sapphire*, *Algerine*, *Alexandra*, *Azalea*, *Pearl*, and *Gnat*, in the order named. Off Killingholme, and thence to the Bull, the light wind favoured now one and then another of the yachts. The *Algerine*, which had passed Fife's little *Chlora*, was among the first of the large boats which rounded the Burcom Buoy at 1h. 20m. 10s., two minutes-and-a-half ahead of *Chlora*, and three ahead of *Pearl*, *Gnat* being now hopelessly in the rear. These four arrived home in the same order ; *Algerine* and *Chlora* taking first and second prizes. The large yachts passed the Bull, as follows :—

	h. m. s.		h. m. s.		h. m. s.
<i>Cinderella</i>	1 58 15	<i>Alexandra</i>	2 1 50	<i>Sapphire</i>	2 2 15
<i>Ivy</i>	1 59 45	<i>Æmulus</i>	2 2 10	<i>Azalea</i>	2 9 15

On rounding in came all balloon canvas, and the yachts flattened all in for the beat back. The race now lay between *Cinderella*, *Ivy*, and *Alexandra*, the representatives of the Clyde, Liffey, and Thames, the larger boats being virtually out of the race, and losing ground at every tack. *Cinderella* led on the starboard tack across the Clee Sands to work up in the slack, *Ivy* shortly after weathering her, and after a few short boards leading round the Clee Ness Buoy by a short distance. *Alexandra* had by this time nearly worked up to her leaders, and was with the *Ivy* carrying a jib-headed topsail, the *Cinderella* square-headed one, while apparently all would have done better with topmasts housed. It was now blowing very fresh, and the three little vessels looked very pretty ploughing along on opposite tacks against the last of the ebb, while the *Surf*, *Amber Witch*, *Banshee*, and the *Trinity House* yacht *Dream*, 124 ton yawl, formed the background to the picture. Off Killingholme, in the bend, and thence up, the stiff westerly breeze meeting the flood, now running up strong, had raised a nasty lop of a sea, and at once put an end to all uncertainty by giving a strong lead to the *Alexandra*, whose great length and heavy lead ballast sent her easily through the seas, which considerably checked the *Ivy*, and nearly smothered the *Cinderella*; *Ivy* now struck her topmasts, an example at once followed by the *Alexandra* and *Cinderella*. In a few more tacks it was evident that they had taken their final positions, and although the *Alexandra* got bothered under the lee of one of the racing boats, they passed the flag-ship at the following times :—

	h. m. s.		h. m. s.		h. m. s.	
<i>Alexandra</i>	6 5 0	<i>Cinderella</i>	6 10 45	<i>Sapphire</i>(not tir)		
<i>Ivy</i>	6 6 35	<i>Azalea</i>	6 14 50	<i>Æmulus</i>(not tir)		

The Alexandra is the well known steel boat, lately on the Thames ; the Ivy is a fast, rough-weather boat, and was the winner at Hartlepool ; and the Cinderella, one of Fife's little beauties, took the first prize six times, and second once, out of seven starts last year. She is wonderfully fast in light weather, but scarcely a match for the Alexandra in a breeze with any sea on.

GREAT YARMOUTH REGATTA.

ON Tuesday, July 25th, this annual fête came off, and thousands from all parts witnessed the sports,—“river, road, and rail” were in requisition to accommodate the excursionists. It is stated that a larger number was present than on any similar occasion, if so, this must convince those who have the management, that if there existed an understanding between Lowestoft, Yarmouth, and Hull more vessels would attend, and thereby create benefit to the tradesmen. However this is a subject which those ports should entertain : our duty is to chronicle their proceedings.

The first prize offered for competition among yachts of 20 tons and under, was a purse of £30 for first vessel, and £5 for second, open to all royal yacht clubs.—Time, half-a-minute per ton :—The following started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
309	Dudu	cutter	15	Baldock & Rudge	Hatcher
1478	Waveney	cutter	15	T. Lucas, Esq.	Westerway
1053	Satanella	cutter	14	P. Bennett, Esq.	Aldous
198	Clytie	cutter	12	S. Harwood, Esq.	Marshall

The Myth was entered but she did not start, she being reserved for the match between the local boats only.

The course as in former years was a double triangle, with its base parallel to the beach, extending from a buoy opposite the North Battery to another opposite the Nelson Monument ; the centre flag-boat being nearly midway between the Wellington and Britannia Piers.

The gun for starting was fired at 12 noon, when the Satanella led the fleet under a press of canvas, followed sharp by Dudu which had a squaresail in addition to her usual complement. These vessels, singled

themselves out for a trial. The Waveney was third off, and Clytie last, and in this order they continued throughout the first round, which was completed by Satanella some minutes ahead of Dudu. In the second round the Dudu had the misfortune to foul a mark boat which of course put her *hors de combat*. The Clytie now considered it necessary she should put on more power, and up went the ballooners—she challenged and passed Waveney, finishing the second round upwards of 17m. behind Satanella, and 7m. before Waveney. This was a clear case of possession on part of Satanella, barring accidents, and so thought the Waveney crew for she retired from the contest—the winner had plenty of time to spare. The following is the time of each round.

	FIRST ROUND. h. m. s.	SECOND ROUND. h. m. s.	THIRD ROUND. h. m. s.
Satanella	1 27 50	2 52 15	4 40 0
Dudu	1 35 35	gave up	
Waveney	1 37 35	3 27 0	
Clytie	1 40 45	3 19 55	5 12 40

The next prize was for yawls of not less than 45 feet in length. The first to receive £15, the second £10, and the third £5. Time allowance 15 seconds per foot for difference of length. The following started,—Eclipse, 55 ft., Lowestoft ; Thought, 49½ ft., Lowestoft ; Leader, 61 ft., Winterton ; Star of the East, 51 ft., California ; Glance, 49 ft., Caister ; Gipsy Queen, 62 ft., Winterton. The interest in these local boats is naturally very great, and all who reside near the sea watch every movement of these useful and splendid craft anxiously.

A capital start was effected, the only exception being the Gipsy Queen which fouled her moorings, and led to her detention about half-a-minute. The boats were very smartly handled, the Star of the East particularly, and from her breadth of canvas she soon took the lead, and notwithstanding the seamanship displayed by the crews of the other boats, she was never caught, and came in the winner with eleven minutes to spare. The entire absence of any arrangement for the display of the numbers on the various boats, rendered it almost an impossibility to assign their various positions in the race. The following, however, is the official timing :—

	FIRST ROUND. h. m. s.	SECOND ROUND. h. m. s.	THIRD ROUND. h. m. s.
Star of the East	2 0 20	3 27 40	4 59 0
Glance.....	2 9 10	3 39 40	5 10 15
Eclipse	2 14 40	3 44 40	5 17 30
Gipsy Queen	2 15 30	gave up	
Thought	2 20 5	3 44 30	5 20 41
Leader	2 27 0	3 48 3	not timed

The third match was a Silver Cup, value £10, presented by

Royal Harwich Yacht Club, with £5 added by J. Goodson, Esq., M.P., and £5 added by the Great Eastern Railway Company, and a Purse of £10, to be sailed for by local river yachts, of two classes, first prize a Silver Cup and £10, second £10. The following took up their moorings :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts	Big.	Tons	Owners	Stations.
FIRST CLASS.					
1479	Waveney Queen	cutter	14	Major Leathes	Lowestoft
967	Red Rover	cutter	14	S. Nightingale, Esq.	Yarmouth
1462	Water Lily	cutter	14	Captain Green,	Wroxham
248	Cygnet	cutter	14	H. Bullard, Esq.	Norwich
60	Ariel	schooner	12	T. Read, Esq.	Yarmouth
815	Myth	cutter	9	R. J. Harvey, Esq. M.P.	Norwich
SECOND CLASS.					
513	Glance	cutter	11	W. Steward, Esq.	Norwich
1384	Vampire	cutter	10	W. L. Everett, Esq.	Cove
1059	Scud	cutter	9	J. Morgan, Esq.	Norwich
1429	Vixen	cutter	9	Col. Wilson.	Beccles

At the signal for the start the spars of the beautiful little fleet were quickly spread with canvas, and they swiftly sped southward, the Waveney Queen leading, followed by the Water Lily and the Myth. The Red Rover unfortunately caught the moorings, which detained her several seconds. On reaching the south flag-boat the Waveney Queen was passed by the Water Lily and the Red Rover, the latter having quickly recovered her position in the race. In this order they continued for some distance, the match between the Rover and Water Lily being very exciting, and as they rounded the centre flag-boat the former was leading by about a minute. The Myth was in close attendance, and the way she dashed through the water led many to think that she would give her more formidable opponents some trouble before the close of the contest. In the second class boats the Scud held the leading position. On rounding the north flag-boat the Rover had gained the lead by apparently only a few feet, and in this order she continued to the straight course, when the little Myth ran close in shore and by avoiding the set of the tide she gained a considerable advantage on the Red Rover and Water Lily, and to the surprise of many she passed the pier at the completion of the first round leading gallantly. From this stage of the match no particular variation took place, the Myth never relinquishing the position she had gained and coming in a very easy winner. The following is the time :—

FIRST CLASS.	FIRST ROUND	SECOND ROUND.	THIRD ROUND.
	h. m. s.	h. m. s.	h. m. s.
Myth	2 34 5	4 1 20	5 21 0
Med Rover	2 34 40	4 5 0	5 24 45
Water Lily	2 35 10	4 6 40	5 25 0
Ariel	2 46 15	gave up	
Cygn et	3 0 20		
Waveney Queen.	3 1 0		
SECOND CLASS.	h. m. s.	h. m. s.	h. m. s.
Seud	2 56 50	4 50 0	6 20 40
Vixen	2 55 15	4 56 10	6 24 46
Vampire	3 9 0	5 2 0	not timed

The fourth match was for a purse of £20, divided into shares of £12, £5, and £3, was sailed for by yawls of not more than 45 ft in length. The entries were :—The Volunteer, 39 ft ; Violet, 41 ft ; and Flying Fish, 43 ft, all of Yarmouth. The lead was taken by the Violet, and the first two rounds were completed as follows :—

	FIRST ROUND.	SECOND ROUND.
	h. m. s.	h. m. s.
Violet	1 15 40	4 53 0
Volunteer	1 16 45	5 1 45
Flying Fish	1 18 40	5 3 50

In the third round the Flying Fish retired. The Violet came in at 6h. 17m. 45s., and the Volunteer at 6h. 24m. 30s. Prizes accordingly. This exhausted the principal sailing matches.

A rowing match, for £10, by six-oared beach gigs, was manned by beachmen. The match was decided in heats, the first being won by the Robin, the Glee being second, and the Sturgeon third. The second heat was won by the Glee, the Sturgeon being second. The final heat was accordingly between the Glee and the Robin ; the latter won easily. The prize was divided into shares of £6, £3, and £1.

A purse of £10, divided into shares of £3, £2 10s., £2, £1 10s., and £1, was sailed for by shrimp boats. There were eight entries, viz., the Youth, Hand of Providence, Brothers, Frederick and Helen, Henry and Hannah, Alice, Water Lily, and Mazeppa. The Providence came in first, the Brothers second, and the Water Lily third.

A prize of £10, divided into shares of £4, £3, £2, and £1, was contended for in heats by ships' boats, the competitors being the S: Jack, Eliza, Preceptor, Jerry, Light of the Harem, Edward, Frie, and the Rumbold. In the final heat the Preceptor was first, and Friends second.

A prize of £10, (given by the Great Eastern Railway Com.—divided into shares, the first boat receiving £5 10s., the second £3, the third £1 10s., was contended for by six-oared beach gigs, si-

banked. Three boats started from the beach at high water mark, and pulled about half-a-mile out to sea and back. The Robin came in first the Glee second, and the Sturgeon third.

A Sculling Match, in ships' boats, for £4 ; a Duck Hunt, &c., also figured in the lengthy programme provided by the committee.

ROYAL IRISH YACHT CLUB REGATTA.

YACHTING men who have been in the habit of attending the Dublin Bay regattas could not but observe that Kingstown has failed this season to hold the proud position it has hitherto held in the aquatic world, and from having been for many years the most attractive of our meetings, it has dwindled this year to a second rate gathering. The reason is obvious, and to the initiated was clearly foreseen many weeks since, when the Royal Irish, for reasons which it would be impossible to fathom, refrained from supporting the Royal Mersey and Royal Northern, and so altered their day as to clash with the Squadron Regatta, which had already been fixed for the first week in August.

The gloomy anticipations of experienced yachtsmen were fully realized, and the prevalence in Kingstown harbour of the Irish burgees, and the falling off of those of the Squadron, Thames, and Mersey, told but too plainly the sad tale of mismanagement. It was certainly discouraging to miss such vessels as the Volante, Vindex, Christabel, Niobe and Astarte, all of which would doubtless have made their numbers had they not been otherwise engaged in Southern waters. Then added to the loss of these vessels we also had to lament that of many a fine cruising craft, whose burgees would no doubt have fluttered in the Western breeze but for the same cause. Notwithstanding however, that matters were not as they should have been, there is no doubt but that they might have been considerably worse; and, though the harbour was far from presenting the lively and gay appearance of former years, many a well known combatant was at anchor. The Mosquito and Banshee representing the iron fleet ; the Enid, Dawn, Xema, Kilmeny, Glance, Secret, and Fiona, the wooden one; the latter being Fife's last production, and though not a very handsome vessel, one with an uncommon clean pair of heels.

Wednesday, the 2nd of August, broke cold, stormy, and unpropitious, with the wind strong at N.N.W., and so it continued in a more or less degree until late in the afternoon, when the clouds cleared away with

a tremendous squall and a bright sky, and a wholsail northerly breeze succeeded. The first event on the card was Her Majesty's Cup, value £100, for which the following vessels came to the post at 10 o'clock.

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners.	Builders.
803	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare and Co.
268	Dawn	cutter	57	M. R. Dalway, Esq.	Owner
new	Fiona	cutter	77	H. Lafone, Esq.	Fife
93	Banshee	cutter	52	J. Jones, Esq.	Jones
368	Enid.....	cutter	56	F. Scovell, Esq.	Wanhill

Whole mainsails and foresails, working jibs, and small topsails were the order of the day, and when the gun was fired they all canted the right way, and flew out of the harbour with a rattling breeze from the North ; the Enid had the weathermost berth but failed to prevent the Banshee from taking the lead round the flag-boat moored about half a mile to the N.E. of the harbour, which she did in good style, closely followed by Mosquito, Enid, Fiona, and Dawn. On the run down to the Bullock flag-boat the Fiona and Mosquito were apparently gaining on the Banshee, but the gain must have been very trifling as the flag-boat was passed

	h. m. s.		h. m. s.		h. m. s.
Banshee	10 32 0	Fiona	10 34 30	Dawn	10 35 20
Mosquito	10 33 0	Enid	10 35 10		

From this point to Kish the wind freshened and the sea increased, giving each craft her work to do. The Banshee and Mosquito were close together, the latter in vain using her utmost endeavours to weather her formidable rival, until at length she was obliged to give up the idea of going to windward, and to try to run under her lee, which she also failed to do, again trying unsuccessfully her former tactics ; all this of course was much in favour of Fiona, who closed upon both of them and they rounded the Kish thus :—

	h. m. s.		h. m. s.		h. m. s.
Banshee	11 6 0	Fiona	11 6 30	Mosquito	11 7 0

From the Kish to the boat off Howth was a turn to windward, and here the Fiona besides shewing more weatherly qualities, which for her size she was sure to do, got a favoured slant and greatly increases her lead ; the boat off the pier-head being passed for the first time as follows :—

	h. m. s.		h. m. s.		h. m.
Fiona	12 47 30	Banshee.....	12 58 0	Mosquito	12 59

It was now a "horse to a hen" on the Clyde boat, which increases

her lead on the second round, the flag ship off the club-house being passed to win thus :—

	h. m. s.		h. m. s.
Fiona	3 0 45	Mosquito	3 17 2
Banshee	3 16 25	Enid	3 30 8

Fiona thus carrying off the much coveted prize presented by Her Majesty.

A prize of £40 open to all yachts under 40 tons, brought to the starting buoys

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts.	Rig.	Tons.	Owners.	Builders.
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1534	Xema	cutter	35	Major Barton	Fife
1064	Secret.....	cutter	31	T. Keogh, Esq.	Wanhill
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher

This, the second race of the day was something like a race, and it would be difficult to find four vessels more evenly matched as regards equality of tonnage and character, than these four craft. Secret led out of the harbour closely followed by Kilmeny, Xema, and Glance. Single reefed mainsails were the prevailing canvas at the start, but in the run down to the Bullock buoy small topsails were hoisted by all except the Kilmeny which set a square-headed one causing her to spring ahead. The four rounded the boat at follows :—

	h. m. s.		h. m. s.
Kilmeny	11 48 0	Xema	11 49 30
Secret	11 49 0	Glance	11 50 0

In a squall of wind and rain they had to flatten their sheets for the Kish, and the way in which they all careened over to the breeze shewed that the weather was quite as much as any of them could manage, while plunging and surging they forced their way to the Lightship, which was passed with little variation in their respective positions,—Kilmeny rounding it at 12h. 22m., Secret at 12h. 24m., with Glance and Xema in close proximity, and so they continued until nearing the Bailey light, where the first casualty of the day happened to the Xema, which while maintaining an admirable position was caught in an overwhelming storm which split her mainsail, and she was obliged to make the best of her way into the harbour—and now on came the Kilmeny, Glance, and Secret in a cluster to the boat off the harbour, in rounding which the Kilmeny added to the list of casualties by carrying away the jaws of her gaff and putting herself "*hors de combat*," leaving the race to the remaining two to finish.

	h. m. s.		h. m. s.
Glance	4 33 15	Secret	4 58 30

The Glance was hailed the winner.

The third race was a £20 cup for yachts under 25 tons, for which were entered—

Numbered as in *Hunt's Universal Yacht List for 1865*.

No.	Name of Yachts.	Rig.	Tons.	Owners.	Builders.
1350	Torch	cutter	15	D. Finlay, Esq.	Fife
690	Luna	cutter	25	J. Mc Curdy, Esq.	Fife
624	Kittiwake	cutter	20	Capt. Iremonger	H. Owen
194	Bijou	cutter	10	R. D. Kane, Esq.	Wanhill

Like the Secret in the former race, the Kittiwake seemed to be a long time in picking up her buoy, and it might not be out of place here to observe that if the Kingstown clubs would have two or three hands in a boat by the buoys it would save a great deal of time and annoyance during the regatta, as it is very difficult with so many craft at anchor and cruising about, to shoot up to a buoy with any degree of accuracy. It was nearly 12h. 45m. before the gun sent forth its signal for the start for the race, when the Luna led out of the harbour followed by Torch, Kittiwake, and Bijou. They all fetched the second flag-boat without a tack, except Kittiwake, which did not seem to go well to windward, the four rounded it thus—

	h. m. s.		h. m. s.
Luna	1 9 30	Kittiwake.....	1 14 40
Torch.....	1 10 45	Bijou	1 14 40

The same positions were preserved past the Bailey boat except that the Bijou dropt more astern, and from there to the Bullock flag-boat they were driven at a fearful pace by the same tremendous squall of wind which split Xema's mainsail, with an unpleasant accompaniment of rain, the Bullock boat being rounded as follows :—

	h. m. s.		h. m. s.
Luna	2 5 30	Kittiwake.....	2 11 0
Torch.....	2 6 30	Bijou	2 24 10

From this point the race was left to the Luna and Torch, the Kittiwake and Bijou running into the harbour; the former a new boat with her gear not as it should be, and evidently afraid of her bowsprit, the latter deeming it impossible to contend with a 25 tonner in such a breeze. The race eventually finished thus—

	h. m. s.		h. m. s.
Luna	4 15 2	Torch	4 22 37

The Lilliputian race was productive of as much amusement to lookers on as it must have been a source of anxiety to the contending crews, as they were started in the very thick of the heaviest squall of the day, and had to contend with such winds and sea as such small craft have seldom to contend against, and right well did they bear themselves. The prize was gallantly won by the little Torment, beating Sneeker, Midge, Truant, and two others.

August 3rd was a very indifferent day for aquatics, but as the Royal Irish had set the second day aside for the establishment of conservative principles, by confining the races to their own craft, which of course produced but a very meagre bill of fare, not much was lost by the inappropriate day. The cup for the large boats of the club was not run for owing to an insufficient entry, but the second cup was contested for by the following vessels :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners	Builders
1064	Secret	cutter	31	T. D. Keogh, Esq.	Wanhill
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1534	Xema	cutter	35	Major Burton	Fife
690	Luna	cutter	25	J. Mc Curdy	Fife

All to be steered by members of the Royal Irish Yacht Club.

Secret had the weather buoy but was unaccountably slow in getting away and allowed the Kilmeny to weather her in the harbour and get a clear lead out of it before her. The wind was light throughout the day, and after a long and tedious race it was finished by Fife's two boats—

h. m. s.	h. m. s.
Kilmeny	6 9 45 Xema.....
	6 33 0

Secret and Luna not timed.

August 4th, the third and last day of the meeting, was by far the most agreeable in every respect, the wind certainly fell very light towards the evening, and was at times rather baffling, but during the greater part of the day there was a nice gaff-topsail breeze, from N.W. or N.E., the sun shone out with unwonted splendour, and last, though not least, the programme was most attractive.

The first race in point of time was a £60 cup for schooners and yawls, and here the paucity of entries proved beyond doubt the unfortunate choice of time for the regatta, only two schooners starting for the cup.

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts	Rig.	Tons	Owners	Builders
586	Iolanthe	schooner	83	H. Bridson, Esq.	Archibald
497	Gertrude	schooner	68	M. Hayes, Esq.	Wanhill

The latter is a new boat and rigged like the Wildfire, with a running bowsprit, she had already succeeded in winning one cup at a previous regatta, and added to her fame on this occasion. Gertrude took the lead at starting, and was never even challenged from the beginning to the end. They passed the pier head for the first round thus—

	h. m. s.		h. m. s.
Gertrude	3 35 0	Iolanthe	4 1 0

On the second round the former increased her lead by a still greater distance, eventually the contest being ended as follows :—

	h. m. s.		h. m. s.
Gertrude	6 27 18	Iolanthe	7 0 0

The next race was for a purse of £30 for vessels of 40 tons and under. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1534	Xema	cutter	35	Major Barton	Fife
1064	Secret	cutter	31	T. D. Keogh, Esq.	Wanhill
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher

They all got well out of the harbour with the exception of the latter which was left some distance astern owing to a foul jib and an obstinate buoy, with which she would come in contact. This delayed her very considerably, and allowed the others to pass the flag-boat off the harbour a long way in advance. On rounding the boat free sheets and clouds of muslin soon brought them without change of place to the Bullock flag-boat, from this point to the Kish the positions underwent various changes, but the Glance crept slowly but surely ahead, and retained the supremacy to the end of the race, which was finished thus—

	h. m. s.		h. m. s.
Glance	6 9 1	Kilmeny	6 30 0
Xema	6 20 0	Secret	6 31 42

Thus proving the Glance to be as good in fair weather as she had been in the foul weather of the first day.

The time now drew near for the start of by far the most interesting

match of the day, and one by one the large cutters were seen to take up their stations for the purse of 50 sovs., presented by the Royal St. George's Yacht Club, for vessels belonging to members of any royal club. When all were at the buoys the following yachts, the same that had contended for the Queen's cup on the first day, were made out by their racing flags, viz. Fiona, Enid, Mosquito, Banshee, and Dawn.

Unfortunately at the very moment fixed for the starting of these vessels the wind, which was now about N.W., became excessively light, and when the gun fired their progress was slow in the extreme, many being the prophets that this was the Mosquito's day, and that she would turn the tables on the Clyde boat in such light weather. The start, however, was very unfavorable for the Mosquito and most favorable for the Fiona, which being to windward was just able to weather the flag-boat off the harbour, and start with free sheets for the Bullock flag-boat, while all her competitors were obliged to go about, and were delayed several minutes by an adverse tide, which was so strong as only to allow them to creep inch by inch up to the flag-boat, and thus the Fiona at once put a fearful gap between herself and her competitors. At length the remainder weathered the desired point, and started a weary stern chase after the Fiona. They made a long reach past the Bullock flag-boat for the Kish, Fiona still leading the fleet, but more closely pressed by Mosquito as they passed the Light-ship. At the Pier head the following time will shew the position of the yachts on completing the first round, and the close proximity they held one to another.

	h. m. s.		h. m. s.		h. m. s.		
Fiona	3 47 30		Banshee	3 49 30		Enid	3 54 0
Mosquito.....	3 48 0		Dawn	3 49 40			

The wind had now changed to the N.E., and though light was yet strong enough to enable them to make good way through the water as they stood along shore to avoid the flood tide. Tack after tack did the Fiona and Mosquito fight every inch of water to the Kish, and, as the wind had freshened a little great interest was taken in the race at this point; Fiona still maintaining the lead. Coming in from the Bailey for the finish the wind again forsook them, and as the Fiona had barely her time at this flag-boat it was impossible to foretell the result; and even after the Fiona had passed the flag-ship in the harbour the Mosquito was seen creeping along the shore out of the tide, in such close attendance as to make it doubtful until the last moment if she would not save her time; however it was not to be, the wind which had been baffling for the Mosquito at the beginning was as baffling at the end, and destroyed her chance of success by deserting her in her direst need;

and as no one seemed to wish the Fiona to carry off both cups it really was painful to see Mosquito crawling up the harbour, and to see all eyes turned to windward in the vain hope of catching sight of a freshening puff to enable her to save her time; but all in vain, and this exciting race terminated thus:—

	h. m. s.		h. m. s.		h. m. s.
Fiona	6 12 44		Enid.....	6 32 19	Banshee
Mosquito	6 23 0		Dawn	6 34 26	6 34 28

Fiona of course the winner.

The next was a match for a purse of 25 sovs.—20 for the first boat, and 5 for second, for vessels under 15 tons. The following started at 12h. 21m.

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons	Owners	Builders
978	Ripple.....	cutter	12	J. C. Boyd, Esq.	Fulton
518	Glide	cutter	14	D. Fulton, Esq.	Owner
1850	Torch	cutter	15	D. Finlay, Esq.	Fife
124	Bijou	cutter	12	R. D. Kane, Esq.	Wanhill

This was a thoroughly well contested and well sailed match. The Glide led out of the harbour followed by Bijou, Ripple, and Torch: on nearing the Bailey Torch had gone into second place, with Ripple in close pursuit, and Bijou some little distance astern of her. From this point the wind got a little more to the eastward, but free sheets made an alteration in their positions, only leaving Bijou still some time astern; the first round was completed

	h. m. s.		h. m. s.
Glide.....	2 34 30		Ripple.....
Torch 2 37 25		Bijou

In the beat up to the Bailey on the second round the Torch closed upon Glide, and eventually passed her, the race being concluded

	h. m. s.		h. m. s.		h. m. s.
Torch	4 20 48		Glide	4 21 33	Ripple

Torch being again hailed the winner.

The last race of the day, and the last race of the meeting, was for the Lilliputians, when the little Torment made a sad example of her competitors, beating Sneezer by 27 minutes, and Flirt 31 minutes, the two others being still farther astern.

Fireworks and those hospitalities for which the Irish clubs are proverbial, concluded an agreeable gathering; but it is to be hoped that the short comings of this regatta may bear its fruit, and that all yacht clubs will see how absolutely necessary it is that in fixing the time for their different regattas they should always act in concert.

ROYAL WELSH YACHT CLUB REGATTA.

MONDAY, the, 4th of August, was certainly a "*dies creta nota*" in the annals of the old town of Carnarvon. A bright day, a glorious breeze, and a large number of burgees left nothing to be desired by the yachtsman ; and except upon one occasion we never remember to have seen so many yachts at anchor in the Menai Straits, and we certainly never saw an entry for the R.W.Y.C. regatta, which promised to afford such interest to the lookers on. This year in addition to the usual attraction of the regatta, the ball, and the beautiful scenery in the neighbourhood of the head-quarters of the Royal Welsh, was a fancy bazaar, to be held in aid of the funds of a new Church, altogether making a "sum total" sufficient to attract a very numerous fleet of yachts.

- First to attract notice no less from her size than her form, was Col. Gamble's fine screw yacht "Nora Creina," then astern of her swung the Surprise, 20 tons ; Queen, 27 tons ; Kilmenny, 30 tons ; Secret, 31 tons ; Glance, 35 tons ; Foam, 25 tons ; Kittiwake, 20 tons ; Anemone, 18 tons; Banba, 24 tons; Luna, 25 tons ; Bijou, 11 tons ; Torch, 15 tons, &c., &c.

The first race in point of time was a 25 guinea cup, for vessels belonging to the Royal Welsh Yacht Club, and precisely at one o'clock the following yachts started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No	Names of Yachts	Rig	Tons	Owners	Port
124	Bijou	cutter	16	T. Kane, Esq.	Wanhill
624	Kittiwake	cutter	20	Capt. Iremonger	H. Owen
43	Anemone	cutter	18	T. Turner, Esq.	

The wind was stormy from the W., the course round a flag-boat on the Carnarvon Bar, back past the Pier round a boat off Plas Brereton, twice round.—The Kittiwake immediately took the lead, but after the second tack the Anemone weathered her and went into first place, a position however, she could not retain, as Kittiwake regained the lead immediately, and both vessels left the Bijou astern fast as they proceeded against wind and tide for the Bar. Off Belan Bijou got a famous slant of wind, and being at the same time able by her lighter draught to dodge the tide, at this spot, she shot ahead of Anemone and went into second place, and in addition to this slice of luck Kittiwake carried away her jib-halliards, getting the jib under her forefoot, while some distance from the flag-boat ; allowing Bijou to come well up the boat being rounded :—

	h. m. s.		h. m. s.		h. m. s.	
Kittiwake	2 43 45		Bijou	2 44 0	Anemone	2 49 0

By this time Kittiwake's jib was up again, and away they all flew with free sheets before the wind, the flag-boat off Brereton being rounded :—

	h. m. s.		h. m. s.		h. m. s.	
Kittiwake	3 22 15		Bijou	3 26 30	Anemone	3 33 30

The wind now freshened considerably, so with topsails down, topmasts struck and whole mainsails, they all started on the beat down again, and as they passed the Pier it was seen that Kittiwake was increasing her lead at each tack. Off Belan, Bijou seeing the Kittiwake a long way ahead and a heavy sea on the Bar put her helm up and went back to her anchorage, leaving the other two to battle against a heavy sea and increasing wind. The flag-boat on the Bar being rounded for the second time :—

	h. m. s.		h. m. s.	
Kittiwake	4 30 30		Anemone	4 39 0

Both here set jib-headed topsails for the run back, the Pias Brereton boat buoy being rounded :—

	h. m. s.		h. m. s.	
Kittiwake	5 16 0		Anemone	5 31 15

It was now blowing very hard and the Kittiwake having the race in hand, to guard against accident wisely hove-to, reefed her mainsail and put on a small jib. The flag-ship being passed to win :—

	h. m. s.		h. m. s.	
Kittiwake	5 38 0		Anemone	5 51 0

The former having been built this year on the Straits was loudly cheered on winning her maiden cup.

The next race was for a 50 guinea cup, for all yachts belonging to members of any Royal Yacht Club. To contend for this prize four vessels were towed by a steamer (an example worthy of imitation to larger clubs) to their respective stations :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1064	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
92	Banba	cutter	24	H. Hartley, Esq.	Marshall
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher

And never did a match promising greater interest start in the Menai

Straits, as the gun boomed forth its signal at 2h. 15m., from the old Tower of Porthyr'Aur.

The tide was considerably slackner than when the smaller yachts started, and the wind being stronger, the larger yachts were able to make much better way; the first to show in front was the Banba, followed by Glance, Secret, and Kilmeny, and the different moorings being in full view of all visitors, the start was undoubtedly a beautiful sight. The Kilmeny was very well handled and seemed to be in better form than ever, soon going into the first place and maintaining it in admirable style, in spite of the utmost endeavours of the formidable Glance, which retained the second place, to wrest her proud position from her. In the beat down to the flag-boat on the bar, a distance of some six miles, no alteration of position took place, neither did the run back before the wind produce a different result, the flag-ship being passed on the first round :—

	h. m. s.		h. m. s.
Kilmeny	3 18 0	Secret	3 33 0
Glance	3 20 0	Banba	3 35 0

It was evident that the two last yachts had by this time lost all chance of adding to their list of prizes, and that the honors of the day rested between the two former vessels. They all came on the wind round the Plas Brereton flag-boat with housed topsails, and even in the short beat down to the flag-ship off the Club-house, the Kilmeny increased her lead as the following times will show :—

	h. m. s.		h. m. s.
Kilmeny	3 49 10	Secret	4 8 0
Glance	3 52 0	Banba	4 11 0

The Secret and Banba now returned to their moorings, leaving Kilmeny and Glance to fight it out, as they have done on many a previous occasion this year; at each tack that these fine vessels made towards the bar the wind increased, and though it was imagined that the Glance from her greater power would derive benefit in the heavier weather, such was not the case, as all the way down to Belan the Kilmeny kept her at the same respectful distance. Once through the narrow strait of Belan their troubles began, and it was a grand sight to see the Kilmeny, Glance, and little Kittiwake, which though in the other match, here came across the larger vessels, going to windward in half a gale of wind in the very shortest, nastiest, sea that wind and tide could raise; the latter like a little opium clipper in a Typhoon, going at it, and into it in earnest, while her two more powerful consorts were not a wit the less dry, or making any better weather of it than she did. Just in the

thick of it, in a still deeper plunge, and still heavier lurch, away went the Kilmeny's bowsprit and cross-trees, wresting in one short moment that cup from her which both master and vessel so richly deserved. This left the Kilmeny with only her foresail and mainsail to work about a mile to windward, before she could get round the flag-boat on the bar, and although no vessel could behave better it was of course impossible to prevent the Glance from weathering her, which she did a few hundred yards before gybing round. In the run back the Kilmeny rigged out a jury bowsprit, and struggled gallantly against fate to the end, only losing the race by 40s., allowing half-a-minute per ton for difference of tonnage. The time past the flag-ship being :—

	h. m. s.	h. m. s.	
Glance	5 24 50	Kilmeny	5 28 0

The gentlemen amateur gig race for a 30 guinea cup, brought to the post the following four-oared gigs :—Wanderer, Liverpool; Pride of Menai, Carnarvon; Lady Louisa, Carnarvon; Anemone, Bangor. A capital start was effected and a gallant struggle ended in the Wanderer being victorious.

In the evening an excellent ball at the Guildhall brought a brilliant regatta to a termination, and before the close of the evening Rear-Commodore Turner, in the happy style for which he is so proverbial, presented the different cups to the victors.

ROYAL DEE YACHT CLUB MATCH.

On Wednesday, July 19th, a match was sailed, for a silver tankard, value £20, by the yachts belonging to this club. Hilbre Island, at the mouth of the Dee, was the station for the race to take place from, and a better place it is difficult to conceive for the purpose,—a bold and rocky little island, commanding a noble prospect of the sea and the Welsh mountains, together with the channels of the port of Liverpool. The island also affords good shelter for vessels, with deep draught at low water. The yachts entered to contend for this prize were of the third class, from four to fifteen tons, and were as follows :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders
281	Deva	cutter	7	J. Grindrod, Esq.	
	Windward	cutter	8	C. H. Nichols, Esq.	
97	Barracouta	cutter	4	J. M. Hannay, Esq.	Bishop
641	Lark	cutter	9	T. H. Dixon, Esq.	McGregor

The signal gun to start was fired at 11h. 10m., from the Vice-Commodore's (Mr. Melling's) yacht, Victoria, 15 tons, which was the flag vessel, himself being the acting officer of the day. The wind was from the S.E., and light in the morning. The Deva was the first to cast round, and took the lead, and had somewhat the advantage in starting, from her anchor not holding firm in the tideway of the channel, as she had the most westerly station. She was closely followed by Barracouta, Windward, and Lark, and they all proceeded down Hilbre Swash at a good pace before the wind, which had freshened as they proceeded, and the Deva hoisted her small topsail, while several of the others had theirs up at starting. The yachts on arriving at the Pillar Buoy, at the entrance of the Swash, had to proceed to the Fairway Beacon, Horse Channel, and thence to Necombe Knowl Buoy, at the back of the Great Barbo Bank, taking a double turn round the last two marks. The course was a thorough sea-going one, and gallantly did these little cutters maintain their own through very heavy thunder squalls. Just before these squalls took place the wind had lightened, and the yachts got all together again. On nearing the Necombe Knowl Buoy the Deva and Barracouta were close together, at the rounding and on approaching the Pillar Buoy again the wind died away, Barracouta ahead, Deva second, with the other yachts some distance astern. Another storm, by the appearance of the sky from the south-west, over the Welsh mountains, was now coming on, and was first felt on approaching the Pillar Buoy, succeeded by another with heavy rain. The Barracouta here had to lower her sails, and bore up for the Dee, while some of the yachts took in reefs, others keeping a whole mainsail. The Deva rounded the Fairway Buoy for the last time, before the others had reached the Pillar Buoy. After the squalls the wind shifted about, and altered the position of the yachts, and the contest was limited to the Windward and Deva. The time on arriving at the Vice-Commodore's flag yacht was :—

	h. m. s.	h. m. s.
Windward	4 54 8	Deva 4 54 34

The Lark arrived some time afterwards. There were only 26 seconds between Deva and Windward, and as the latter had to allow the former more than that for difference of tonnage Deva became the winner. Some informality in hoisting head sails on the Deva before starting led to an objection and protest on the part of the Windward, which has to be settled by the sailing committee before the cup is awarded. The yachts, after the race, with several parties of ladies and gentlemen on board who had been landed on the island, took them on board again, and pro-

ceeded up the Dee on the flood tide, a distance of nine miles, to Parkgate, where the party landed about seven o'clock, and the members sat down to a dinner provided at the Pengwern Arms, and spent a very pleasant evening. The cup will be awarded at the next meeting of the club, on the 5th of August.

ROYAL VICTORIA YACHT CLUB REGATTA.

THE most brilliant aquatic *séte* ever known at Ryde commenced on Tuesday, August 8th, by a match between schooners and cutters for a Cup of the value of £100 presented by the inhabitants of the town. The following vessels started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
29	Aline	schooner	214	C. Thellusson, Esq.	Camper
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
	Hirondelle	cutter	70	Lord H. Lennox	Wainhill
15	Albertine	schooner	156	Lord Londesborough	Inman
385	Evdne	schooner	184	J. Richardson, Esq.	Nicholson
1523	Witchcraft	schooner	224	T. Broadwood, Esq.	T. White
184	Christabel	cutter	51	A. C. Kennard Esq.	Aldous

The Meteor, T. Brassey, Esq., entered but did not start.

The course was from off Ryde Pier round the Nab light, thence to the westward, round the west buoy of the Middle, back to Ryde, twice round.

The schooners were allowed to have main and fore sails up, and cutters their mainsails before the start, which took place at 10h. 30m., with a light W.N.W. breeze, to the eastward, through the slack of the flood tide. In running for the Noman, the Christabel led, followed by Volante, Aline, Hirondelle, Marina, Witchcraft, Albertine, and Evadne. They all set large squaresails, Aline besides two square gaff-topsails, set jib-topsail from the bowsprit to the fore-topmast head ; Witchcraft set a balloon topmast staysail, Christabel and Volante without squaresails, ran with their large jibs, and their foresails boomed out. Passing Sandhead buoy Aline ran abreast of Volante, and soon gave her the go-by, pursuing the Christabel, which she overhauled outside the Noman buoy at 11h. 12m., but Christabel slipped away, and was only passed when nearing the Warner. The Hirondelle and Volante had a spin together. At 11h. 25m., Volante and Marina passed Christabel, and

came first and second in the race; but Hirodelle gaining a favourable puff or two shot into second place, leaving Marina third. The Evadne and Witchcraft bore each other company, and the former endeavoured to out-general her compeer, without success. Between the Warner and Nab, Christabel steering away straight for the light again took the lead, and they rounded thus :—

	h. m. s.		h. m. s.		h. m. s.
Christabel	12 22 0	Hirondelle	12 25 55	Albertine	12 32 35
Aline	12 22 22	Volante	12 26 15	Evadne	12 33 15
Marina	12 24 15	Witchcraft	12 28 55		

Directly after rounding they shifted topsails, and made all snug for for the beat back, the wind being still light and variable. The Aline in about a quarter-of-an-hour passed Christabel to leeward, but the latter made a short board to the Island, and on the succeeding tack regained her former position which she retained to the West buoy, this she passed upwards of 7m. ahead of Aline, followed by Hirondelle, Volante, Marina, Albertine, Witchcraft and Evadne ; the rounding completed they hoisted a cloud of canvas and ran down to Ryde Pier, making rapid progress although against tide, the only alteration being that the Volante outsailed Hirondelle. The first round was finished thus :—

	h. m. s.		h. m. s.		h. m. s.
Christabel	3 6 23	Hirondelle	3 14 48	Witchcraft	3 38 48
Aline	3 10 35	Marina	3 21 37	Evadne	3 38 48
Volante	3 12 56	Albertine	3 25 36		

The wind having been gradually increasing gave the larger vessels an impetus which placed Aline the leading vessel past the Noman. On nearing the Warner the wind came more westerly, and they bowled along merrily to the Nab, which the Aline rounded 55s. ahead of Christabel ; the Volante 3rd, was 5 seconds only astern. After rounding the lightship Albertine overhauled Marina, and passed her before reaching the Warner, Witchcraft next challenged the Marina, and sailed close up to her, but the cutter held her own. Aline was unmolested and the West buoy was passed by the fleet thus :—Aline, Christabel, Volante, Hirondelle, Albertine, Marina, Witchcraft, and Evadne. Volante and Hirondelle were strong competitors, and an excellent match together. The breeze still freshening drove the vessels to the goal at a rapid pace, without any change and the race finished thus :—

	h. m. s.		h. m. s.		h. m. s.
Aline	5 54 46	Hirondelle	6 11 23	Witchcraft	6 30 37
Christabel	6 5 0	Albertine	6 15 46	Evadne	6 37 7
Volante	6 10 22	Marina	6 22 30		

The Aline won the cup after allowing the Christabel 4m. 37.

Wednesday, August 9th.—The second day of the long series planned by this club, and two matches were allotted to it. The first was for a prize of £50, given by H. H. Kennard, Esq., for cutters under 70 tons, belonging to the R.V.Y.C. Time race; half Ackers' scale. The second, given by the club, for schoouers under 125 tons belonging to any two or more Royal Yacht Clubs (a novel condition); time race; half Ackers' scale; course, from Ryde, round the Nab, then round the West buoy of the Middle, and back to Ryde; twice over; about forty-two miles.

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders
KENNARD PRIZE.					
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
	Hirondelle	cutter	70	Lord H. Lehnox	Wanhill
184	Christabel	cutter	51	A. C. Kennard, Esq.	Aldous
39	Amulet	cutter	48	J. V. Tippinge, Esq.	Wanhill
CLUB PRIZE.					
187	Circe	schooner	124	G. Harrison, Esq.	Steele
458	Flying Fish	schooner	48	G. Jessop, Esq.	Blanchard
137	Intrigue	schooner	72	F. Edwards, Esq.	Ratsey

Here were two prizes to be sailed for with little or no wind, and very long faces were exhibited by the respective crews as the signal gun for the start boomed forth at 10h. 30m., with the faintest waft from N.N.E. The Marina, deeming it a hopeless task did not start. Amulet went off very gently with the lead followed by Volante, Hirondelle, and Christabel. They drifted into Spithead, and there they remained for a time, and were joined by the schooners which had started at 11h.; the Intrigue led, followed by Flying Fish, and Circe in the rear. All the yachts in both classes remained for about an hour-and-a-half before they had the slightest chance of continuing the match. When the breeze did come Christabel had it first, and she drew away from the fleet, followed by Hirondelle, and, the former when sailing between the forts of Noman and Horse was considerably ahead; with the wind increasing to a topsail breeze, which she and her compeers duly acknowledged by heeling over to its pressure. The breeze that had given life to the cutters started the Intrigue afresh, but when Circe felt its force, she raced after the leader, and eventually overhauled and took the lead. The Flying Fish was not favoured with the breeze,

until some time after, but as soon it was felt, she forged ahead on a stern chance undaunted ; the Nab light was rounded by both classes :—

	h. m. a.		h. m. a.		h. m. a.
Christabel	1 17 35	Circe	1 28 34	Amulet	1 38 16
Hirondelle	1 20 19	Intrigue	1 37 35	Flying Fish	1 40 26
Volante	1 27 41				

We shall be brief in our notice, as the matches were unfinished. After rounding the Christabel met with some mishap to her topsail, and whilst the damage was repaired the Hirondelle drew on her. The breeze had freshened, which enabled the schooners to make considerable way on the cutters, but it again fell as they passed the pier on their course to the West buoy of the Middle, which was rounded about 3 p.m. On finishing the first half of the course at Ryde pier the Hirondelle led the fleet, the Flying Fish had slightly improved her position with the other schooners. The wind veered round to west, very light and no change took place in their order on going for the Nab. After rounding they made slow progress, and it was evident the time would expire before the completion of the match, which was to be at sunset. Volante and Circe made a board to the southward, standing in close to Fishbourne Creek, whilst Hirondelle and Christabel made a board to the starboard, but all their endeavours to catch a breeze were futile, and the Hirondelle had rounded the West buoy only some five minutes when the gun at 7h. 30m. announced the departure of Old Sol.

Thursday, August 10th.—The morning was very unpromising, foreboding rain, and consequently no wind. There were two matches of £50 each, one for cutters under 100 tons, belonging to two or more Royal Clubs, and the other for schooners and yawls over 25 tons, also belonging to two or more Royal Clubs. Time races—half Ackers' scale; Thames measurement. This brought Witchcraft from 240 to 224 tons.

In the cutter match the following entered :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders.
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
69	Astarte	cutter	74	W. Battersby, Esq.	Day & Son
	Hirondelle	cutter	68	Lord H. Lennox	Wanhill
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall I Co.
834	Niobe	cutter	40	W. Gordon, Esq.	Hatcher
570	Hyacinth	yawl	61	Lord Burghley	Wanhill
184	Christabel	cutter	51	A. C. Kennard' Esq.	Aldous

The Hirondelle and Hyacinth did not start, the former weighing anchor for Southampton. The starting gun was fired at 10h. 30m. a.m., with a

signal from the Committee Vessel to proceed to the eastward, although what little wind there was blew from S.S.W., veering to S.S.E.; the consequence was, Volante had the windward position, her station being nearest the Pier. This position was of great service to Volante, as she, after being fouled by Marina, neglected the instructions to cant to the northward before proceeding to the eastward, and was directed by the Commodore to return and fulfil the regulations; as it was, she entered on the course with a good windward position. They reached along the edge of the Ryde sands, with the last of the east-going tide, Christabel to leeward leading, Volante 2nd, Marina 3rd, Astarte 4th, Niobe 5th, and Vindex 6th. By the time they arrived at the Noman buoy, 2½ miles from the Pier, the tide was running to the westward, time 11m. 20s., wind almost a blank. It was purely a matter of chance as to which vessel arrived at the Nab first, as the wind was unsteady, constantly veering, but never blowing more than at a sailing rate of three knots. From the Noman to Nab the wind was S. to S.E., consequently as the course lay about S.S.E. from the Noman, a series of tacks had to be made to arrive at the eastern extremity of the course, and the first four yachts weathered the Nab thus:—

	h. m. s.		h. m. s.
Astarte	12 21 5	Niobe	12 26 7
Christabel	12 25 17	Volante	12 39 5

Vindex and Marina, a long way astern, were not timed.

Directly the yachts had gybed their mainsails they were put before the wind, each one booming out and setting squaresails for the run to the westward, which was close work between Christabel and Niobe, the latter on the weather of Christabel, threatening every fathom of water passed to sail to the front. After hauling round the Noman; the vessels got their main and fore sheets aboard, the wind propelling them from S.S.W. across the Motherbank. Marina finding her squaresail still holding a good wind did not take it in, but reached well to the westward with it set, braced in to starboard. The vessels got round the West buoy about two o'clock, Astarte still leading, with Christabel and Niobe beam and beam. Volante weathering the buoy at 2h. 7m. From the western point of the course the match was a magnificent spectacle, the fleet coming towards Ryde with the wind on their quarters, with most exhilarating velocity after the tediousness of the first part of the match. It was a desperate struggle between Christabel and Niobe for the lead, but Mr. Kennard's splendid cutter, after many vain endeavours from the ambitious little Niobe, launched herself into the second position, Astarte, Christabel, and Niobe ran for Ryde over the Quarantine ground, sailing inside the old Menelaus frigate out of the strength of the tide. They passed Ryde Pier, completing the first round:—

	h. m. s.		h. m. s.		h. m. s.
Astarte	2 55 45	Niobe	2 58 30	Vindex	3 1 24
Christabel.....	2 58 29	Volante	2 59 14	Marina	3 13 37

The Christabel was now gaining on Astarte every foot sailed, but of course, the skipper of Astarte knew better than to allow her to take his wind, and

keeping a good luff still kept Christabel hanging under his lee. As Vindex passed by the Pier a heavy shower of rain occurred, which partially obscured the fleet from view; however at the Noman, Astarte was made out, still leading Christabel 2nd, and Volante 3rd, having weathered Niobe in the first board made to the southward. The wind, as the rain fell, died off considerably, but freshened again as the clouds emptied themselves. At half-past three the breeze still freshened—from S.S.E., yet finding it fresher as they sailed into the currents out of Brading Harbour, coming between the hills from Sandown Bay. The Nab was weathered, according to our means of observation through the aqueous mist:—

	h. m. s.	h. m. s.	h. m. s.
Astarte	4 30 40	Volante	4 38 14
Christabel....	4 32 10	Niobe	4 36 39

Directly the vessels had fairly gybed sheets were eased off, squaresails set, and foresails boomed out, the Christabel booming her squaresail out to port. Volante kept a more direct course than the rest, not running quite so free, and before the Warner was reached had become the leading vessel, the Astarte falling into her old form of sailing and becoming third. At 5h. 36m. Niobe was between the Warner and Noman, delaying time by shifting her jib, but she still had sufficient power of going in her to keep Astarte from leading her round the course. At 5h. 45m. Astarte and Niobe had evidently been perpetrating some sharp work; at any rate, Astarte with jib down gybed her mainsail and stood to the northward towards Portsmouth harbour. This movement was rather unexpected, considering the prominent position she had hitherto occupied in the match. Ryde pier was passed on their way to the West buoy the second time:—

	h. m. s.	h. m. s.	
Volante	6 0 30	Niobe	6 4 50
Christabel	6 2 45	Vindex	6 6 50

These four vessels, upon passing the Pier, formed a line of about three-quarters of a mile in length, all being about equal distance astern of each other. Marina was considerably behind. After passing the Club-house the rain began to fall in torrents, and the wind was again completely failed. At 7 p.m. they were almost indistinguishable off King's Quay, with but faint prospects of getting round the West buoy, before sunset. This match has to be re-sailed.

The following schooners entered and started:—

Numbered as in Hunt's Yacht List for 1865.

No.	Names of Yachts;	Rig.	Tons	Owners	Builders.
762	Meteor	schooner	198	T. Brassey, Esq.	Millwall IrCo.
15	Albertine	schooner	156	Lord Londesborough	Inman
1523	Witchcraft.....	schooner	224	T. Broadwood, Esq.	S. White
386	Evdne	schooner	184	J. Richardson, Esq.	Nicholson

The Meteor's station was nearest the pier, consequently she was to windward of the rest, Evadne being outside or to leeward. They started at 11h. just half-an-hour after the cutters. The Albertine assumed the lead at starting, and maintained it by miles throughout the day. Witchcraft was an awful time starting, and the crew seemed to be in a muddle about her topsail. Albertine weathered the Noman fort and buoy on the port tack; Evadne a mile inside, or westward of the buoy; Witchcraft standing in for the fort on the port tack, and weathering Evadne on the starboard tack. The wind now freshened from south, varying to S.S.E.; and Albertine being the first to feel its strengthening influences; increased her lead every minute of time. Witchcraft was sailing no better than an ordinary schooner, the moderate breeze blowing being utterly inadequate to move her with anything like celerity. At 1 o'clock Albertine and Witchcraft were standing out from Priory Bay towards the Nab lightship, which Albertine weathered, but the Witchcraft had to go about again.

The Albertine, at the time the Evadne weathered the Nab, was running past the Noman fort. The wind increased in strength from S.W., the crest of the wave now bursting into a white foam; the clouds promising a heavy shower. Albertine piled on the canvas in running for the Noman, and she made good use of it: after rounding the latter she still kept her squaresail up as it drew a good wind, but she took it in when off the Club-house. At 2 o'clock Witchcraft was half-a-mile eastward of the Noman, evidently sailing much better. They passed the pier thus.—

	h. m. s.		h. m. s.
Albertine	2 1 0	Evadne	2 29 30
Witchcraft	2 18 43	Meteor.....	2 31 30

The gentle breeze carried them over the western portion of the course, but on their return it almost completely failed, and from S.W. veered, and headed them from S.S.E. to S.E. Albertine happened to have sailed over the water, now becalmed before the wind dropped, and had completed the first round and was out at the Noman with a gentle breeze, whilst the unfortunate Witchcraft was floating helplessly, her sails shaking, off King's Quay. At 3h. 45m. Witchcraft was obliged to make a board to the southward, towards Fishbourne Creek, being outside of the station vessel, and unable without making a windward tack, to lay her course inside between the vessel and pier. Some idea may be formed of Witchcraft's and Albertine's position; only one hour and forty-four seconds separated them upon completing the first round; but it must be borne in mind that this tremendous lead was mainly owing to the failure and baffling character of the wind Witchcraft had to contend with. The first round was completed:—

	h. m. s.		h. m. s.		h. m.
Albertine	3 20 0	Witchcraft.....	4 20 44	Evadne	4 35 :

As the Albertine was passing the pier the rain fell in torrents: scattering the spectators in all directions for shelter; and as the rain fell the wind fell freshening up again, however, as the waterfall ceased. The yachts not withi hail from the pier, were, of course, lost from view during the rain, being agai

visible after every shower. Albertine was sighted by us rounding the Nab lightship for the second time at 4h. 52m. 30s. Witchcraft at the time was off Sandshead buoy about a mile-and-a-half eastward of the pier-head. Albertine ran for the Noman, her spars literally covered with canvas of all descriptions. At 6h. 20m. she was between the Sandshead and Noman obscured by the heavy falling rain. At 7 o'clock she was off Osborne Witchcraft under the Quarantine, Evadne passing between the Noman and Horse shoals. The race was not completed in time.

The unfinished schooner match of the previous day was resailed by the same competitors, viz:—Circe, Intrigue and Flying Fish. They were started at eleven o'clock, under the same influences of wind and tide as the schooners in the other match, and with them weathered the Noman fort about twelve. The Nab was weathered by them about half-past one, and they passed Ryde Pier on their way westward in the same order as given above, Circe gradually sailing to the front and was the first to weather the West buoy of the middle, thus:—

	h. m. s.	h. m. s.	h. m. s.
Circe	2 44 35	2 47 18	Intrigue 2 49 43

They were in close company, and to all appearance there was every chance of their having the opportunity of being so another day. At four o'clock Circe made a board towards Fishbourne weathering Witchcraft (in the other race.) Intrigue and Flying Fish did the same a few minutes later; wind S.S.E. an very light. On their reach off Ryde Pier, Flying Fish could not weather the flag-boat, and was obliged to make another board to the southward, and they completed the first round as under:—

	h. m. s.	h. m. s.	h. m. s.
Circe	4 17 26	4 25 26	Intrigue 4 30 4

The vessels got round the Nab light, the eastern mark, and at sunset were somewhere down the westward, but positions could not be ascertained, as the rain descended in torrents at the time, and all the telescopes in Chistendom would not penetrate the atmospheric obscurity. This match, like the others, will have to be re-sailed.

Friday, August 11th.—It had been intended to hold this a day of evolution, but the state of the weather, heavy rain, prevented.

The Annual Dinner held in the evening was in every respect worthy the high reputation this celebrated club has now achieved in the yachting world. The room was richly decorated on the occasion, there being also a magnificent display of plate, including the Goodwood Cup, and the various prizes to be sailed for at this regatta. Sir Charles Locock, Bart., and D. McLachlan, Esq., contributed quite a floral display from their gardens. The Band of the 75th Regiment was stationed on the balcony, and played appropriate airs between the various toasts. About 100 noblemen and gentlemen sat down, and many who were anxious to be present were unable to obtain tickets.

The commodore, Charles Thellusson, Esq., occupied the chair, the vice-

chair being filled by the vice-commodore, Lord Burghley, M.P. The cloth having been removed the Chairman proposed "the health of "Her Most Cacious Majesty the Queen," which was drank with cheers, the company standing while the band played "God Save the Queen."

"The Prince and Princess of Wales, and the rest of the Royal Family," having been given from the Chair, was duly responded to. These toasts were followed by many others, and we regret space will not allow us to enter more fully into the festive scene.

(Regatta to be continued).

WINDERMERE SAILING CLUB REGATTAS.

THE race for the splendid Challenge Cup, value fifty guineas, presented by G. J. M. Ridehalgh, Esq., to be won two years consecutively by the same boat came off on the 27th of July, and was won by the Ganymede with one minute to spare. The following entered:—Echo, T. Tatham, Esq.; Eleanor, W. H. Pope, Esq.; Ganymede, L. J. Crossley, Esq.; Mayflower, G. H. Puckle, Esq.; Meteor, J. R. Bridson, Esq.; Ripple, G. A. Aufere, Esq.; Surprise, H. G. Gibson, Esq.; Sylph, Rev. J. Bush.

The wind blew a steady breeze at the start from north-west, and caused the heads of all the yachts to stand contrary to the course they had to take which required no little tact to get away quickly; however all managed to get away well and keep very close together for the whole course down the lake, by the time they had reached Bowness Bay the Echo, Sylph and Surprise had tailed off, and Eleanor led the way, closely followed by Ganymede, Mayflower, and Meteor, and after a rather severe race up to the head of the lake, the wind blowing very strong but steadily, the first three were:—Ganymede 2h. 47m. 15s., Meteor 2h. 52m. 15s., Sylph 2h. 59m. 30s. The Mayflower and Eleanor fouled and consequently withdrew from the race. The Ganymede being two feet longer than the Meteor had to allow four minutes, but after that she had one minute to spare; and thus won the first race for this splendid prize, a silver tea kettle and stand.

THE SCHOONER YACHT MADCAP.

MR. FOSTER of Fenchurch Street, had produced a splendid portrait of this vessel, by that eminent artist, Mr. Dutton, which every yachtsman should add to his collection.

NOTICES TO CORRESPONDENTS.—Brace and several other favors stand until we have reeled off the numerous regattas.

All Communications to be addressed to 6, New Church Street, N.W., London.

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HUNT'S YACHTING MAGAZINE.

OCTOBER, 1865.

THE CRUISE OF THE CUTTER BREEZE IN CANADIAN WATERS.*

CHAPTER VII.

AUGUST 21st.—At 6 a.m. our friends in the barge slipped off, so we warped into their berth alongside. Then a morning nap till 9h. Our tubbing this morning was very slight—no plunge, and the river water looked so brown in the basin that we did not grumble at being prevented jumping overboard. After breakfast went to the hotel, got shaved and liquored. While at the bar a man came in, filled a wine-glass with bitters and gulped it down without making a face. In the verandah of the hotel were chairs, so we sat there, smoked, watched the passers-by, and talked to the Yankee loungers. They had ascertained who we were from W—, and the conversation turned naturally enough on the artillery practice at the siege of Charleston. Said one, "Snakes alive! they've got a 200lb. shell to Charleston." Said another, "What would you feel like if one of the darned things came alongside you ready to burst up!" "J— C— ! consider me, don't!" exclaimed No. 1.

After awhile we all started together to do the town, our way was along the west bank of the river, but we turned off at the miserable

* Concluded from page 345.

shed dignified with the name of a station, and crossed a bridge over the Oswego river and a double canal, beyond us was another bridge. Leaving the river we walked through the suburbs on the east—very pretty and cosy little villas and cottages, wooden, painted bright white or buff, nestled among the trees, shrinking back into their own gardens on either side of the road. The grounds were untidy and desolate, the flowers few and common, and not a single conservatory. The inhabitants took out the extra dignity in flagstaffs which started up white and bare all over the town. W—, H—, and I pursued our peregrinations to the end of the wharf, whence we counted twelve schooners leaving the harbour at nearly the same hour. From here, too, we obtained a view of the city which was singularly bizarre, owing to the number of general elevators thronging the foreground. Leaving H— with the commodore, whom we met on the wharf, W— and I wandered away westward, along the edge of some low cliffs that overhung the beach. Never had I seen the lake so nearly resemble the sea. Stretching away in deep blue to the horizon where was no trace of land, its long regular waves came rolling in till they changed to bright green above the sand, or burst in sparkling white over the black rocks. Off these we had a most delicious bathe. On our way back to the ship we passed through more long shady streets of white villas—each in its own garden. Lunched and spent the afternoon in loafing about the town. Found two more stores for books and stationery. The books were old novels, or reprints of trashy English works. There were no sketching materials—a few cheap photographs in the window and some gaudy prints, bad copies of common English engravings, executed for the most part at Leipsic. After dinner we all went to a room fitted up as a theatre where a travelling company performed attenuated versions of "Rough Diamond," "Kiss in the Dark," and "Sam Slick." It was so absurdly bad. The audience consisted chiefly of recruits and their friends, and the talk ran on the fortunes of the draft. During the afternoon H— and I went into the office where they were claiming exemptions or reporting for service; everything on quietly enough, laughing and talking amongst themselves their turns came. After the play we eat oysters and then turned in. The clock struck twice with an interval of five minutes between the times. This we found was a way it had. The fire-bell rang from 1h. 30m. to 2h. 30m. All agreed Oswego was played off.

August 22nd.—Rouse at 5 a.m. We worked the boat out by lines, and a judicious use of the rudder against the stream. At a quarter to six we were under sail, and, bowing my farewell to Oswego, I descended to my berth. The wind was south. About 8h. we had breakfast, all of us a little seedy. I lay about the deck and read "Davenport Dunn." We jogged on quietly enough till a little before 1h., when we observed the clouds banking up round us, as if they meant mischief. Then the wind hauled round to the south-west. Having taken the jib off her we double reefed the mainsail and as the sky looked worse, took it in altogether. Of course, hats and shoes had been sent below at the first warning, so the heavy rain and hard blow which soon overtook us didn't matter. Presently we took in the foresail, and then drove under bare poles some seven or eight knots. Before long it was over, wind fell, rain stopped, and the sun reappeared bright and warm. Then all hands made sail and we ran between the long crib work piers that form the entrance to Sodus Bay a little before 3h. We kept close to the east pier, till we were inside, then, passing an island on the east, we rounded a low sandy spit with a few trees on it, and anchored opposite the town of Sodus Point. Having no dinghy we were obliged to wait till a shore boat came off to us. The interval was employed in getting the rigging covered with our wet clothes—in lunching, and in getting a sketch of part of the bay. The whole outline of the coast is very pretty. It is rather hilly, and well-wooded capes jut out far into the calm water which winds away far to the eastward and loses itself among corn-fields, and thick green copses. At 6h. we trusted ourselves in a flat-bottomed machine rather like a boat but still more like a washing tray, and were conveyed ashore. We loafed down the long street of the village and back again. The cottages for the most part stand retired in gardens or peach orchards, there are two billiard rooms, a sort of Mechanic's Institute, and a neat little church all built of wood and painted white. There are lots of visitors lodging in its two hotels as it is a small watering place. They are attracted chiefly by its noble bay, which is about six miles long by three wide, and completely land locked, forms an admirable area for boating. We went on board at 7h., dinner, pipe, and turn in at 9h. 30m. At 10h. 30m. a heavy squall of wind and rain with thunder and lightning passed over us. Another like it came on about 2h. No harm done to us.

August 23rd.—This was a very lazy day. We did not turn out till 9h. and then, some of us feeling rather seedy, the number of bathers was limited. We breakfasted at 10h., then a pipe. As we had been signally unsuccessful in our search for provisions on shore the previous evening we made up our minds to start at the first opportunity. The wind was contrary, and remained so all day. We fished off a little wharf, and I trolled a while. The latter operation produced nothing but a small perch, but on the wharf we were more successful and caught a few bass and sun-fish. These we had fried for dinner at five. The evening we spent in loafing on deck and occasional pipes. Soon after we turned in there was a tremendous rain squall.

August 24th.—We all rose at 5h. It was blowing pretty fresh, so decided on breakfasting at our moorings. Eggs and a biscuit and a half each were ready at 7h. At 8h. we were under weigh carrying the storm jib and two reefs down in the mainsail. When outside we found the wind was S.S.W. and not so fresh as we had expected. The big jib was got on her, and the reefs shaken out. Then we set the topsail. By-and-by the waves began walking on board, so we took in our topsail. It blew harder as we got on, and we took in green water over the rail. She was pretty lively about then, but we took in two reefs in the mainsail and set the storm jib again. By this time we had got past Putneyville, a small village which struck me as being rather a good type of those generally seen along the lake, and I made a sketch of it accordingly. To the northward of us was a propeller who did not appear to be making good weather of it. When on our gaining tack we rather "whipped" her, but we lost again when we stretched in shore, which was occasionally necessary as the wind was against us. By 2h. we had gone through the requisite amount of pitching and tossing, and passed the pier-heads of Charlotte. These piers run N. E. from the shore, the wind was S. W., so we were nearly an hour beating up the narrow channel. H— and I were at the jib-sheets, and my hands did not recover for a week. 3h. we had moored alongside a low wharf, just below the rail station and steamboat moorings. Having made the ship snug, proceeded to get out my best and my only decent suit of cloth which had been stowed away under my mattress as before described. I was much pleased at discovering that a bottle of varnish kept

the adjoining locker, had broken from its moorings during our recent tossing, and, streaming through the intervening bulk-head, had thoroughly saturated my coat, and, not to put too fine a point upon it, pants. Of course my hands were covered too, as well as whatever else was in the neighbourhood of the locker. The varnish was an oily black liquid used for the stays and ironwork of the ship. I walked through the village to a tavern on the hill kept by two brothers, jolly old fellows, very much alike—christened of course, the ‘ Brothers Cheeryble.’ Here I laved my paws in fresh butter, and soothed my feelings with nice cooling drinks concocted from the wine made in the country. The hotel is called the Stutson House, Stutson being the real name of its owners. From the verandah we had a jolly view up the river and down the harbour. Charlotte is a small village on the west side of the mouth of Geneese River, about 7 miles below Rochester. The American Company’s steamers from Toronto to Montreal touch here, and another steamer runs between this and Cobourg. Its only importance is derived from the lake trade of Rochester, which passes through it. We dined at the Stutson House very comfortably—smoked on the verandah afterwards, and the musical section of our crew sustained their high reputation. We turned in about 10h. During the night the Rochester arrived from Cobourg, and her swell caused us to bump awfully against the bottom. Our friend, the propeller, which had held on her course when we entered Charlotte, came in too, having been forced to put back off the Devil’s Nose. It rained heavily before day.

CHAPTER VIII.

August 25th —Up at 6h. 30m. While performing our ablutions, Mr. D—, J. D—, and Cruso came up. They had arrived in the night. We breakfasted at the Stutson House. Having made ourselves as respectable as circumstances permitted, which, in my case, was not much, we spent half an hour waiting on the platform with Mrs. D—, Mrs. H— and Miss D—, and their attendant gentlemen. About 9h. we all “got on board the cars” for Rochester. The road followed the curves of the river and passed through a rich country of gardens and peach orchards. Then entering the

city, went down a long street—crossed the principal thoroughfare, and into the station, a huge shed opposite the chief hotel. As a first measure we all entered our names in the hotel book, and, this done, commenced a prowl through the streets. Rochester is a fine well-built town. Broad streets, and tall brick houses, large shop windows, plenty of people about, and things generally bright and busy. Crossing at right angles, the main streets, State and Buffalo streets, divide the town into quarters. Secondary streets intersect the rest of the city, and are always parallel to one of these two. The public buildings are nothing particular. I endeavoured to procure a sketch-book and one or two colours at every store I could find likely to keep them, but it was a vain search. indeed, I could not make the shopmen understand what I meant. The book stores were better than those of Oswego, but their contents were little more than a larger collection of the same kind of works. In the "Coffin Stores" I was struck with a peculiarity of Yankee coffins. In the lid of each, just above where the face of the corpse would come, a small lozenge of glass about 8 inches long is inserted. I should like to know the origin of this custom.

From 10h. to 12h. we "did" the city; then we walked a little out of the main avenues, and arrived at a field which was situated on the river side just below the falls. The River Genesee foams down a succession of rapids through the city—it passes under a railway bridge, and falls in one leap into a deep gorge, cut in the rock through which it winds away out of sight. All round the falls are square red factories—many-windowed and with tall smokey chimneys. These factories divert a great part of the water from the falls, returning it to the river in a number of small cataracts all along the cliffs. Partly from this cause and partly from its being the dry season, the falls though a good height, lose much of their grandeur from want of water; but they would in any case be completely robbed of any claim to picturesque effect by the odious entourage of mills.

Having hurriedly sketched the falls, I joined the rest of the party at the Congress Hall Hotel. Dinner was in full swing when I entered. Such a Babel! I utterly abominate the American system of hotels. In this case, my prejudice was justified. The dinner was pretentious in the multitude of dishes; the attendance was bad and everything half cold; however, I was very hungry, and glad

get anything. When we escaped from the noise and confusion of the dining-hall, we took the street cars to Mount Hope, the city cemetery. The environs of Rochester are rather pretty with their white villas each in its own garden. Here, as before I noticed, the absence of conservatories and the small variety in the flowers. For about two miles we passed through these suburbs crossing the Genesee about midway. We entered the cemetery through a large stone gateway. Beyond this was a good-sized open space of gravel, then a handsome marble mausoleum, on either side of which gravel roads swept off into the wooded hillocks all round the entrance. We followed the one to the right which wound about the little hills and vallies, and under the trees ; and then ascended a higher hill than any of the rest which was crowned by a small wooden tower. The grounds were divided into lots. One, handsomely railed in, was the firemen's lot ; it was laid out in distinct plots, one for each of the different companies.

A peculiar custom prevails of burying the father and mother of a family side by side and the children around them, all their graves radiating outwards like the spokes of a wheel, each little mound bearing the pet name of the cherub beneath, on an oval ticket of white marble. The system of engraving the pet or christian name of the occupant on the gravestone is carried to a great extent here, especially when it is near others of the same family. On ascending the tower we were surprised at the extent and beauty of the view. To the north the city of Rochester formed the centre of a network of canals and railroads. Beyond it a few miles of field and wood, and then the long blue horizon of Lake Ontario. East and west without a break an open fertile plain faded into the distance, but it was bounded along the south by dim distant hills, a spur, I believe, of the Catskill chain. Sprinkled all over the rich level beneath us were white wooden cottages, or red brick houses, some alone in their fields, or by the wayside, others gathered in little clusters, about the white spire of a village church. The patches of woodland seemed dark blue beside the yellow cornfields, and brown fallows. Here and there rose the white puff from a train, or the sunlight gleamed on a bend in the river. Our ride back to town was continued through the city to Lake View, where are some infantry barracks, and another fall of the Genesee. Fred. D— and I, deeming the view obtained from the field above the falls unsatisfactory, descended the cliff and wandered about the river bank. These falls though

not as high as those in the city, are far more picturesque. Only one group of factories is there to attest the Yankee spirit and utter incapability of appreciating any beauty in an uncommercial light.

The river falls into a deep chasm cut in the red sandstone, whose rugged walls spring from the bright green banks of the stream beneath. Above and below luxuriant trees contrast with the red walls which are in places completely hidden by the vegetation springing from clefts in the rock. The western portion of the falls is a full deep cascade gleaming vividly white against the gloom of a deep recess scooped in the cliff beside it. The leap is higher on the east, but there is not much water on that side, and the black glistening rock peeps in many places through the veil of spray. In the spring when the river is full from the melting snow these falls must be very grand. Now they are merely picturesque. We returned to the Congress Hall in time for "tea" which was a good deal more comfortable than dinner. Campbell's Negro Minstrels were in town, and we devoted the evening to them.

Immediately behind us sat a captain and two sergeants of cavalry, soldierlike fellows fresh from service. They talked together till one sergeant espied another man of his own rank entering the hall. The new-comer was hailed and introduced, "Allow me to introduce Captain So-and-so, Sergeant Such-an-one." "Proud to know you, sir." "Glad to make your acquaintance, sir." Then they shook hands, and talked of friends in the camp. They all seemed to know Nick somebody, who was "real pious—always psalm-singin' or prayin'." The new sergeant said "Nick's gone under." The captain looked profound, and said, "Well, now, I've met a good many pious fellows like that, and they commonly gets hit or gets fevers same as other folks—I don't see no good in it all myself—" Then the minstrels began and monopolised our attention, except when a drunken fellow tried a stump oration, and compared Canada to the States prison—said it was an institootion, with a prolonged howl. We slept at the hotel that night.

August 26th.—Returned to Charlotte by the morning trail, wind was N. W., so we could not make our course, and had to in harbour all day. Fred D—and I went to the pier and fished, but there was a heavy sea rolling in and we caught nothing. Then we loafed—had a cocktail, and played draughts at the Stut House—then logged up. It was a fine clear moonlight night.

wind had hauled round to the south, so at 10h. we got underway and said "Good-bye" to Charlotte.

August 27th.—My watch ran from midnight till two in the morning; the wind so hauled round that when we were about abreast of the Devil's Nose, we were obliged to keep away for Toronto. Part of the time indeed, we were steering on Cobourg, till the wind got a little more southing in it, and we could bear up again. At 6h. a.m. it was pretty rough and blowing fresh, so all hands were called on deck to send down the topmast. At 12h. noon we had curagoa and crackers by way of lunch, and at 1h. 30m. p.m. we anchored off the Yacht Club at Toronto.

Our moorings were soon picked up.

B— came on board, then Mr. H—, and we had quite a lively time "packing up." When the Breeze passed the New Garrison she was recognised, and so we found W—'s carriage waiting for us. Ourselves and our effects were speedily conveyed to the fort and so

THE CRUISE WAS OVER.

YACHTING.

"As bees on flowers alighting, cease their hum,
So, creeping into peace, the critics are dumb."

We at all times feel a little relaxation from the ordinary routine of our daily business to be a great boon; and to those who are doomed to a life in the City, how enjoyable is a "Day at the Coast." When every care is thrown to the winds, and a resolve made to have a taste at least of salt water, happy then indeed is the man who has a craft of his own, and who can accommodate a friend with a berth, not merely to enjoy "repose of body and relaxation of mind in the calm and soothing pleasure of sailing," but rather to court the breeze, and manfully buffet with the billows of an angry ocean. Not that our experience has been great, or our advice worthy of attention, but as well as sympathise with the mariner cooped up as it were in "a painted ship upon a painted ocean," we can exult at the idea of having "a home on the rolling deep," and listen with pleasure, not unmixed with awe perhaps, to the "winds their revels keeping." It is then we are forcibly reminded of our own insignificance, and of the unceasing watchfulness of a bountiful Master, and how unavailing all our feeble efforts can be, were He in anger but to breathe on us.

We confess to never having sailed a craft larger than an 8 ton cutter, and yet we believe more pleasure and better seamanship with quicker execution are to be met with on board such a vessel than in any other class of yacht ; nevertheless so soon as we can afford a larger, we *may* be induced to part with a tried friend, and perhaps find in the exchange a little more comfort.

Our cruising ground has been confined principally to the Frith with the various Lochs of the Clyde, and more interesting scenery with greater variety is seldom to be found. We have visited many of the "Lions" both North and South, but the happiest period of our journey has always been the return to the "Heights and Howes" of our own river. We recommend, therefore, our English friends when coming North to give some of these scenes a passing nod, and the recognition we can assure them will not go unrequited. Yachting here is now being entered into with some spirit, many of the vessels of which the nation is justly proud being owned as well as built in this quarter ; and throughout the season just closing the Clyde without doubt has received its own complement of "Dishes," still we may be a little behind the age and have something yet to learn. Our thanks, however, are due to Lord William P. Lennox for an interesting article on the subject which appeared in a recent number of a weekly periodical (*Once a Week* of date 26th August), and to which the reader will please refer. His feelings quite coincide with our own, and we fully appreciate the "Hints" thrown out by him as to what a yacht should be. Our attention was accidentally called to the article by overhearing two strangers discussing its merits, one of whom we could easily perceive was quite a tyro ; the other evidently knew something of yachting. The former asking the meaning of a "Glassy Deck" referred to by Lord William, inquired if decks were not usually made of wood, and if all appearance of varnish or glassiness should not be thoroughly removed ? He also thought it was very useful to know that before starting on a cruise, or say, "Getting under weigh," the sails should be set. Our instructor, however, takes the trouble, and very minutely too, of attesting that this is quite necessary, even though he adds, "There should be a strong tide and the wind dead against you." He also explains that "In tacking great care should be taken" to have the sails quite full, whilst the mainsail is to be hauled amidships, and the helm is to be put gradually down. He makes a digression here, and we shall take the same liberty by remarking that to do all these manœuvres justice at one and the same moment was rather more than the tyro was willing to undertake, consequently he "hooked" it before we had an opportunity of recommending him never

to make the attempt, even though the Serpentine be the limit of his field of operations. We are rather afraid our instructor himself, by the practice of his own theory, brought his vessel into a pretty mess, as he continues "When she is head to wind," which under the circumstances is the position she would naturally take "the order will be 'Let fly the jibsheet.'" Now a jibsheet is one of the most delicate ropes on board a yacht, and requires tender handling : we always recommend the "Easing of it off." Many a stately ship has come to grief by "Letting it fly." The order, however, was obeyed ; discipline should at all times be observed ; for this is of the utmost importance, but as a natural consequence "Backing the foresail" had to be resorted to, as the cutter lay by this time as lifeless as a log. This is a lubberly trick, and does injustice to one's seamanship ; never let it be tried, except, perhaps, in a heavy seaway, when it is occasionally allowable.

When in command we don't relish any interference with our ways of working, but we never shut our ears to the advice of an adept, nor our eyes to his mistakes. If we do wrong we own it, and by a little practice try to beat up our lee way. Now, our friend "in tacking," desirous of driving his vessel forward, "hauls his mainsail amidships," and at the same time tries to "keep his sails full, whilst his helm is put gradually down," all which he soon discovers to be an impossibility, as the mainsail of necessity bows her into the wind's eye. By some manœuvring he gets her to pay away, just in time, however, to encounter a squall, when the helmsman is ordered "to keep his vessel well full. This having, to our eyes, the effect of depressing her still further into the trough of the seas, and of very nigh consigning the crew to the locker of a certain David Jones, Esq. The captain, however, in desperation, to escape the full fury of the blast, and without heeding our instructor's orders to "Let go the jib and foresheets and ease off the mainsheet," takes the liberty of "luffing her." He then douces his foresail and takes in his jib preparatory to reefing, and thinks in his own mind that it would have been much better had they never been set up.

One or two "Hints" here follow compiled for the benefit of all those who go down to the sea in ships, from the cabin boy to the man at the wheel. Let us direct our attention therefore for an instant to this one. "In tacking or gybing stand clear of ropes' ends or blocks flying about." Surely this is told in jest, as no owner worthy of his position would permit, and few yachtsmen would tolerate such things as "Loose ropes or blocks to be flying about" a well appointed deck, more especially when there is a fairish breeze. We have studied before now the force of the elements, and know well the feeling imparted by a smart rap from

an iron-bound block, a feeling which requires some little scratching to be thoroughly eradicated.

The last "Hint" is "Give strict directions that the orders of the steersman are promptly obeyed." This taken in connection with what follows should be carefully remembered, "In bringing up, the anchor must be suspended over the bowsprit shrouds, and made ready to let go," then the vessel being fairly stopped the steersman shouts forward, "Let go," and simultaneously with the execution of the order the shroud is torn from its socket, and in all probability the bowsprit snapt at the gammon iron. Thus showing the effect of dropping an anchor when suspended over a bowsprit shroud. He takes us to sea again and we find it necessary to make another gybe ; "The tack of the mainsail is triced up and the peak lowered, as the breeze is fresh." Here, however, our difficulty begins, as "the helm must be put to the opposite side to which the boom swings." Now, to which side is this ? Is it the side at which the boom is presently swinging, or the one to which it is expected to swing? We shall suppose, for the sake of following out our instructions, the boom to be out on the starboard hand ; the helm is put to the opposite, when—Good Lord deliver us—the boom comes down on us like a cart-load of bricks, carrying away the rail with it. *The topping lift has not been purchased.* Fortunately for us the yacht is the property of our instructor, and not a hired one ; but when he goes to sea again he will please bear in mind the remonstrance of Dugald More :—

"She'll tak saither man for me."

We have not had the pleasure of dining with Napoleon, nor having smoked a cigar with him, yet should he ever favour the Clyde with a visit we beg to invite him most heartily to dine with us, and he may safely rely on there being no lack of Havannas.

C.Y.C.

ROYAL CORK YACHT CLUB REGATTA.

THIS affair may be deemed dull this year when it is compared with former meetings. There certainly was a misunderstanding or hitch somewhere in respect to the time fixed, for in prior years we believe the Kingstown and Cork immediately followed the Royal Mersey, and an open race brought a large fleet into the Irish waters, most of whom were the celebrites of the aquatic world ; but on this occasion the harbour was shorn of the greater portion of the frequenters,—and the whole wanted that dash and spirit we have seen of yore.

The first match was on July 25th, for a prize of £100 for the first vessel, and £20 the second, open to all yachts exceeding 40 tons, belonging to any Royal or Foreign club. Time race, half Ackers' scale. The following were entered :—

Numbered as Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
69	Astarte	cutter	74	W. Batterby, Esq.	Day & Son
93	Banshee	cutter	52	J. Jones, jun. Esq.	Owner
561	Heroine	cutter	52	J. C. Atkins, Esq.	Wanhill
New	Fiona	cutter	77	H. Lafons, Esq.	Fife
803	Mosquito	cutter	61	T. Houldsworth, Esq.	Mare & Co.

The course was from the Club Battery, round the Spit Light, leaving it on the starboard hand to sea, round a flagboat, four miles to the Light House, thence round another flagboat moored half-a-mile east of Cork Head, thence returning to the harbour, rounding Bar Rock buoy, twice round, finishing abreast of the Club Battery, altogether about 40 miles.

The start took place at 12 noon, with a light N.W. wind, which just gave the yachts steerage way. The first movement in the right direction was with Astarte, Banshee, and Heroine who got away together, followed by Mosquito and Fiona, the latter vessel was retarded by a gun boat moored too close to the starting buoys. When once she had shaken herself up—away she dashed after her compeers and overhauled them hand over hand, and took the lead round the eastern flagboat, followed close by Banshee and then Mosquito, the others some distance in the rear. On the turn to windward to South and West buoys, the Banshee gained on the Fiona and took the lead, and the west buoy was rounded thus :—

h. m. s.	h. m. s.	h. m. s.
Banshee	3 0 0 Fiona	3 5 0 Mosquito
	3	5
	0	0
		7 0

It was a dead beat through the Man-of-War roads to the Bar Rock buoy, and the Banshee still kept the lead considerably, whilst Mosquito changed places with Fiona, and the rounding was thus performed :—

h. m. s.	h. m. s.	h. m. s.
Banshee	4 6 0 Mosquito	4 12 25 Fiona
	4	4
	6	15
	0	50

The Banshee was thus doing well when shortly after rounding plump she ran aground to the great mortification of her crew. This seems rather unaccountable as she had on board a duly qualified pilot. Indeed it called forth some unpleasant remarks, as a similar occurrence befel

the Mosquito at the Royal Western of Ireland regatta on the 27th of June last. Be the cause what it may, it deprived the Banshee of all chance, and she remained on the Spit Bank until the rising of the tide. The "Old Gal" had now only Fife's young-'un to contend against, and she made sharp tracks for the Eastern flag-boat, which having rounded ahead, was hard pressed on the return to the goal by her persevering rival, who succeeded in taking the lead, being the only honor she obtained for the finish was recorded thus :—

	h. m. s.		h. m. s.
Fiona ..	8 2 24		Mosquito .. 8 6 8

The Mosquito received the first prize by time, Fiona of course taking second.

The next yacht match was a prize of £40, open to all yachts, as in previous race, under 45 tons, half Ackers' scale—for this only two vessels started :—viz., Secret, cutter 30 tons, T. D. Keogh, Esq., and the Avoca, cutter 40 tons, Capt. H. H. O'Bryen. Others were expected and most anxiously looked for, especially Kilmeny and Glance, and great disappointment caused by their non-arrival. The committee, however, very properly started the two yachts, suspending the operation of the usual rule for three to start or no race. The course was the same as in the preceding race, only once round, in consequence of the lightness of the wind. A slight breeze, however, sprang up shortly before the start, which was effected at 1h. 45m., and enabled the pair, who had all their large canvas set, to get well away ; the Secret with a slight lead, which she kept all through, though very closely chased by her formidable rival during the entire race, the latter being as usual ably handled by her owner. Where no changes take place, it is useless to follow the movements of the yachts. In the present instance, Secret was never headed, and finished the race thus :—

	h. m. s.		h. m. s.
Secret.....	5 39 18		Avoca 5 40 0

The former won the prize. This craft has recently been altered somewhat like the Mosquito, the rake in her sternpost having been reduced three feet by an addition to that extent in the keel, and two and a half in her deck, thereby reducing her tonnage somewhere about three tons.

Wednesday, July 26th.—The day opened with a fine sunshine and splendid weather, but not much of the motive power.

The first match was for the Queen's Challenge Cup, value £100,

open to all vessels belonging to a royal club ; time race, half Ackers' scale. The following started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
803	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare and Co.
new	Fiona	cutter	77	H. Lafons, Esq.	Fife
93	Banshee..	yawl	52	J. Jones, Esq.	Owner
497	Gertrude.....	schooner	68	M. Hayes, Esq.	Wanhill
69	Astarte	cutter	74	W. Battersby, Esq.	Day and Co.

All got well off and kept together whilst in view. The Gertrude had the lead round the Spit lighthouse, followed by the Banshee close under her lee, Fiona third, with Astarte some distance astern, and the Mosquito still further in the rear. Before reaching Camden Fort, the Banshee had wrested the lead from the Gertrude. Now the new crack, Fiona, prepared to do battle with the leading vessels, which she successfully accomplished, as on the yachts passing Roche's Point on the second outward course when Fiona was timed 3h. 25m. ; Banshee, 3h. 33m. ; Gertrude, 3h. 36m. ; Mosquito, 3h. 45m. Astarte had previously retired in consequence of carrying away her topsail. On passing the point going in Fiona was leading in the same order, but extreme tailing was the result. The race was finished by the Fiona being declared the winner.

The next race was a prize of £20 for first vessel, and £5 for second. For this the following cutters started :—Mist, 10 tons, Major Longfield ; Laura, 13 tons, D. D. Abbott, Esq. ; Ænone, 15 tons, J. Corbet, Esq. ; Surf, T. F. Austin, Esq. ; and Fawn, 14 tons, F. E. Holmes, Esq. After about five hours contest the Laura was hailed the winner.

Other matches were to come off between schooners but the want of wind prevented.

ROYAL VICTORIA YACHT CLUB REGATTA.*

SATURDAY, Aug. 12th.—This day three of the unfinished races of the previous days were recommenced, and fortunately concluded, owing to the course being shortened and a brisk wind driving them through the water, although the rain was a sad drawback to the pleasure of swift sailing.

The club prize of £50 by schooners under 125 tons, was contested

* Concluded from page 428.

again for the third time by the *Circe* and *Intrigue*, the *Flying Fish* declining any further struggle.

The other prize for schooners of £50 was renewed between *Albertine*, *Witchcraft*, and *Evadne*; the *Meteor* although in the race on the former occasion did not appear in this.

The next was the cutter race for the prize of £50. All the vessels except *Astarte* that previously contended were present, viz., *Volante*, *Marina*, *Vindex*, *Niobe*, and *Christabel*.

At 10h. 80m. the ten vessels were started together, the *Albertine* being the leader of the schooners in both classes; and the *Volante*, the cutters in company with the *Vindex*, followed by *Marina*, *Niobe*, and *Christabel*. They were started to the eastward, and the wind with much southing. As they approached the Ryde Sands, the *Albertine* and *Witchcraft* had a little spree together; the former had slightly the best of it. In standing over the latter tried for windward berth, and finding she must either rush into her opponent or chance a bed on the sands, very kindly requested room to pass, but the crew of the *Albertine* were not disposed to yield an inch, and left the *Witchcraft* to choose whether she would go aground or pass her to leeward. Of course she adopted the latter alternative, and *Albertine* continued hugging the sands as long as it suited her. About 11h. the rain came pouring down, and only the larger craft were visible. About noon the mist cleared off when the fleet was observed returning under a pressure of canvas, with sheets well eased off. Ryde Pier was passed on their route to the West buoy of the Middle in the following order:—

	h. m. s.		h. m. s.		h. m. s.
<i>Volante</i>	12 26 23	<i>Christabel</i>	12 28 28	<i>Marina</i>	12 32 40
<i>Vindex</i>	12 27 50	<i>Niobe</i>	12 28 30		
	h. m. s.		h. m. s.		h. m. s.
<i>Albertine</i>	12 29 22	<i>Evadne</i>	12 30 28	<i>Witchcraft</i>	12 31 58
	h. m. s.		h. m. s.		h. m. s.
<i>Circe</i>	12 30 22	<i>Intrigue</i>			12 37 53

In their progress to the buoy they were again lost to view by the heavy haze, and it was only on their return from thence that notice could be taken, when *Albertine* was observed under both fore and main-topsails heeling over to the force of the breeze. *Evadne* and *Witchcraft* had only maintopsail set, until arriving off Fishbourne Creek, when the latter sent up gaff-headed topsail. *Circe* was ahead of her opponent several minutes, therefore safe for the prize. The *Volante* led the cutters, followed closely by the persevering *Niobe*, with *Vindex* well up. The race was concluded at Ryde Pier thus:—

h. m. s.	h. m. s.	h. m. s.
Volante.....1 55 0	Vindex1 58 50	Marina.....2 9 10
Niobe.....1 58 6	Christabel.....2 4 55	
h. m. s.	h. m. s.	h. m. s.
Albertine.....2 1 45	Witchcraft.....2 4 0	Evdne2 15 0
h. m. s.	h. m. s.	h. m. s.
Circe	1 56 23	Intrigue.....2 24 54

The time allowance was a quarter of Ackers' scale, which made it so close an affair between the Volante and Niobe, that the latter protested against the former receiving the prize. However, after some discussion Mr. Gordon, the owner of Niobe, acknowledged his defeat by a few seconds, and Mr Maudslay took the prize.

The Circe of course received the prize of her class, and well she deserved it after so many attempts. We cannot congratulate Mr Harrison on his gains, for no doubt it was a dearly bought cup.

The Albertine was looked upon as the winner, but was objected to on the ground of not allowing room to Witchcraft to pass when they were jockeying at the Ryde Sands. It was therefore awarded to Mr. Broadwood, who very honourably declined to accept a prize under the circumstances. (Some correspondence in *Bell's Life* has been carried on, which we have transferred to our pages and will be found under "Editor's Locker."

Monday, Aug. 7.—The unfinished cutter match for Mr. H. Kennard's prize of £50 was resailed this day, once round the Victoria course—time allowance one quarter of Ackers' scale. The only vessels that started were Volante, Hirondelle, and Christabel. The start took place at 10h. 30m. before a strong westing breeze, the tide running east. The Christabel, over cautious, started with a reef in her mainsail, which after a short time she shook out. Her compeers started with whole sails and jib-headed topsails.

At the same time of starting as the preceding, three other cutters in another race for £50 were sent on their course rejoicing. This was for non-winners, who consisted of :—

Numbered as in Hunf's Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners.	Builders.
802	Moonbeam.....	cutter	25	P. Roberts, Esq.	Fife
39	Amulet	cutter	48	T. Tippinge, Esq.	Wanhill
1302	Syren....	cutter	59	T. Groves, Esq.	Harvey.

The course same as the other match, and as they ploughed away to the eastward in company under a heavy press of muslin, the Syren went

ahead of the Christabel, which had fallen to the third station of her class, and a sharp match took place, as they went for the Nab at a tremendous pace, which was rounded as follows :—

	h. m. s.		h. m. s.		h. m. s.	
Hirondelle.....	11 12 30		Syren.....	11 14 0	Amulet.....	11 16 0
Volante	11 13 30		Christabel.....	11 15 0	Moonbeam.....	11 17 0

The wind had come round so far to the west that there was not very much sea off the Nab, and they had a soldier's wind back to the Noman. Here they hauled their wind, and the Syren had to give way to Christabel and then to Amulet. The Hirondelle, Syren, and Amulet, each made a tack in towards the island, the others held on, the Hirondelle seeming to forereach well, but not to hold a good wind. They were now in smooth water, and rounded the West buoy of the Middle

	h. m. s.		h. m. s.		h. m. s.	
Hirondelle	12 51 30		Christabel.....	12 57 0	Syren.....	1 15 0
Volante	12 54 0		Amulet.....	1 8 15	Moonbeam	1 45 10

With the time allowance it was a close thing between Hirondelle, Volante, and Christabel. However, Hirondelle rather gained on the run back, and they passed the winning buoy

	h. m. s.		h. m. s.		h. m. s.	
Hirondelle.....	1 13 30		Christabel.....	1 19 20	Syren	1 38 25
Volante	1 17 9		Amulet.....	1 31 35	Moonbeam	1 45 10

Hirondelle having to allow Volante 2min. 50sec. and Christabel 5min. 7sec. was the winner in her class ; and Amulet, of course, was winner in hers. This is the third time that Hirondelle had sailed and come in first, though she has lost by time in the other matches.

The next match this day was between schooners and yawls for a prize of £25, and the following started at 11h., viz. Avon schooner, 50 tons, H. M. Godwin ; and the Hyacinth yawl, 60 tons ; Lord Burghley. This was a very one-sided affair. The schooner led at starting, and ran the course without interruption ; although at the end of the easternmost point (the Nab) the Hyacinth was only 1m. 12s. behind. In the course to the West buoy of the Middle and return to Ryde, the schooner managed to increase the distance between them, and the race finished thus :—

	h. m. s.		h. m. s.	
Avoca.....	2 10 10		Hyacinth.....	2 27 20

The Avoca received the prize.

Tuesday, Aug. 17.—The second cup, value £40, given by the inhabitants of Ryde for all yachts over 20 tons, belonging to the R.V.Y.C. Time race, half of Ackers' scale—Thames measurement. Six entered, but only Volante, cutter, H. C. Maudslay, Esq., and the Meteor, schooner, T. Brassey, Esq., started. The absence of the others

might be accounted for by the dreadful state of the weather. It rained incessantly, with a violent gale of wind. The Volante went off with the lead, the Meteor making a bad start. After this the thick hazy rain prevented any notes being taken of their tactics, and it was only on their return past the pier they could be timed—the cutter by barely 3m. ahead. They were proceeding at a rapid pace, and after rounding the west buoy of the Middle they returned to Ryde, finishing the match thus :—

	h. m. s	h. m. s.
Volante.....	12 37 7	12 40 50

Volante of course received the prize.

The annual ball took place in the evening, which was very numerously attended.

Thursday, Aug. 27th.—Three prizes were offered for competition, two of which were given by Mr. T. Broadwood, one of £100 for schooners, Thames measurement above 100 tons, the other of £50 for cutters under 75 tons, old measurement. Mr J. C. Morice also gave a prize value £50 for a match between yawls. The only starters for these prizes were :—

Numbered as in Hunt's Universal Yacht List 1865.

No.	Names of Yachts	Rig	Tons	Owners.	Builders.
For 50L PRIZE.					
895	Pearl	yawl	164	J. S. Abbott Dunbar, Esq.	Sainty.
For 100L					
29	Aline	schooner	214	C. Thellusson, Esq.	Camper.
For 50L					
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey.
69	Astarte	cutter	74	W. Battersby, Esq.	Day & Son.

The non-starters were the Hyacinth yawl, Meteor schooner, Vindex, Niobe, Volante, and Christabel cutters. The course was from Ryde Pier, leaving the Noman buoy on the starboard hand ; thence to the Nab, leaving it on the port hand ; round the Owers Lightship, leaving it on the port hand ; back to the Nab, leaving it on the starboard hand ; thence, leaving the Noman Buoy on the port hand, round the west buoy of the Middle, leaving it on the port hand ; winning at Ryde between the Pier and Committee boat.

The cutters and yawl started at 9 a.m., when Marina showed much alacrity in getting away, leaving her sluggish compeer taking it easy. The wind was blowing freely, and the tide strong against them. The Marina had it all her own way. The Aline started at 9h. 30m., and went on her way in splendid style, but without a competitor. The

Pearl which was also solus ploughed through the troublous waves, and was first round the Owers. It was much to be regretted that there were not more vessels to contend for these prizes, as the whole interest in the matches was lost. The Marina might be considered in the same position as the yawl and schooner, for the Astarte had no chance whatever with her. When nearing the Owers they made all snug for the beat back, and at this time Marina was full nine minutes ahead of Astarte, and barring accidents nothing would prevent the former taking the prize. In the beat back they had to encounter a tremendous sea and powerful wind. It was a splendid treat for the Old Salts who witnessed them battling with these fierce elements. From the Owers to the Nab they made several long and short boards, in which distance the Astarte was 12 minutes behind. After passing the Nab the Marina had the misfortune to burst her jib into shreds. This of course was a great drawback, but such an excellent crew as Mr. Morice had speedily replaced the disabled sail with another. On passing the Warner the sea became more "serene," and the vessels passed Ryde Pier shortly after 2 p.m. By this time Aline had overhauled Marina, but she was kept sufficiently aloof to prevent her interfering with the chance of the cutter. The West buoy was passed by the Pearl first, Aline second, and Marina 20 seconds ahead of Astarte, which latter gave up. The return to flag vessel off Ryde Pier was :—

	h. m. s.	h. m. s.	h. m. s.
Pearl.....	3 18 0	Aline	3 36 0

Marina.....3 48 0

Each of these vessels received the prizes of their respective matches.

Friday, Aug. 18th.—The Commodore's splendid prize of £100 was contested this day. It was open to all yachts belonging to the R.V.Y.C., and was one of the most beautiful trophies ever presented to any yacht club. For this seven yachts entered, but only the following came to the start :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons	Owners	Builders
721	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
871	Oswprey.....	cutter	62	F. S. Stanley, Esq.	White
895	Pearl.....	yawl	163	J. S. A. Dunbar, Esq.	Sainty
1523	Witchcraft.....	schooner	224	T. Broadwood, Esq.	S. White

The yawl was allowed to class as a cutter, with one fourth of her tonnage deducted. The course was round the island.

The yachts were started about 9h. a.m. underway, which is an exceedingly good plan when large vessels are in a race. The wind was well

suited to the occasion, being fresh and strong from about W.N.W., with a west going tide, which set them well up to windward, as they worked their course to the Needles. When the starting gun fired the Witchcraft happened to be about three quarters of a mile to windward of the lot, or, in other words, she was about that distance ahead; Pearl was over towards Stokes Bay, gybing to bear down to the starting vessel; Marina and Osprey were astern of Witchcraft and near the vessel. Marina and Osprey had each a reef down and their topmasts struck, but Witchcraft and Pearl faced the breeze without any reefing, and both carried topsails ; Witchcraft's gaff-top-sail standing very badly. Pearl was the first to go about, standing on the starboard tack to the southward, weathering Marina and Osprey. She stood well over towards King's Quay, and when again standing off on the port tack she was weathered about a quarter of a mile by Witchcraft, now standing to the southward on the starboard tack. They made two more boards each, standing right across the channel to Hell Head before weathering Old Castle Point, Witchcraft reaching astonishingly fast, and keeping the cutters under her lee astern upon every tack: Marina and Osprey made shorter boards and worked the island shore, the latter vessel forereaching Marina upon every tack, but she did not succeed in getting on her weather until some distance down the West Channel, their course for the Needles being W. $\frac{1}{2}$ N., wind W.N.W. Osprey next weathered Pearl, and the yawl was then overhauled and weathered by Marina, now third in the match. Witchcraft passed through the Needles passage at 1h. 57m. Osprey being nine or ten minutes astern.

Across Freshwater Bay they had the wind astern, and with sheets eased off, big topsails and squaresails set, they headed for St. Catherine's which point they hauled round at 1h. p.m. Witchcraft leading. There was a heavy swell rolling, although the wind W.N.W., had died off considerably, blowing scarcely enough now to keep their sails full. Off Ventnor, at 1h. 30m. Osprey gybing unfortunately carried away her gaff, her chance of winning—a good one before the accident—being thereby ruined. She bent hertrysail and proceeded on her course thus disabled astern of the rest, the struggle now principally resting with Witchcraft and Marina. At 2h. 20m. Witchcraft hauled round Bembridge Ledge, followed by Pearl half a mile astern and Marina a mile.

At the Noman Witchcraft gave another haul at her sheets, and laid her course as close as possible for the mark vessel, moored rather near the edge of the sand westward of the Sandshead buoy. At 2h. 55m. she went about, and stood in for the mark vessel; but, making allowance

for the lee tide, she fell off to leeward in a most unaccountable manner, at one time her head paying off and running dead to leeward. She consequently had to make another tack, Pearl and Marina in the meantime coming up to her. Both the yawl and cutter laid closer than the schooner, Marina having to make one short tack, the advantage of which will be understood when it is stated that at the Nab she was nine or ten minutes astern, and upon arriving at the goal was only one.

The match was terminated thus:—

	h. m. s.	h. m. s.	h. m. s.
Witchcraft	3 14 53	Pearl	3 21 39

Marina 3 22 38

Osprey at the latter time was at the Warner. Witchcraft thus won her first cup and prize, and we trust, with better fortune, she may carry off many others.

Saturday, August 19th.—This was the closing day to one of the most brilliant regattas ever held in this or any other country. The amount of money expended, the liberality of the members of the Club, and the unanimity and good feeling displayed were never surpassed.

The sports of this day were confined to the vicinity of Ryde pier, and consisted of boat racing, duck hunts, pole dances on the water, and other amusements, which were viewed with great delight by the fair sex. In the evening a brilliant display of fireworks took place off the Club-house : the yachts were illuminated, and all was gaiety ashore and afloat.

BARMOUTH REGATTA.

THE first effort made last year to get up a regatta on a large scale at this favourite little Welsh watering-place having been attended with considerable success, the same committee resolved this year to hold another aquatic gathering, and the result has far exceeded the most sanguine expectations of those interested, and leaves no doubt but that an annual regatta may now be considered as being fairly established at Barmouth. Owing to the liberal subscriptions from the town and neighbourhood, a numerous list of prizes figured on the programme, the principal ones being the 25 guinea cup for yachts of any tonnage belonging to any yacht club, and three silver tankards for the pair oared race, to be rowed and steered by gentlemen amateurs ; the remaining prizes being for various classes of sailing and rowing boats, a numerous fleet of which appeared in the harbour.

The day's proceedings were under the immediate charge of Rear Commodore Turner, of the Royal Welsh Yacht Club, who had been invited by the committee to lend his valuable services on the occasion.

The first race, August 29th, was for the 25 guinea cup for yachts belonging to any yacht club, and much disappointment was felt by yachting men that the Banba, which was known to be cruising about in Welsh waters, did not put in her appearance to measure strength with the Kittiwake. However, a good entry was otherwise made, and a most excellent start was made at 11h. 30m. by

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders
42	Anemone	cutter	18	T. Turner, Esq., R.W.Y.C.	Robinson
189	Circe	cutter	14	E. Cooling, Esq., R.W.Y.C.	
624	Kittiwake	cutter	20	Capt. Iremonger, R.W.Y.C.	Owen
	Sea King	cutter	10	T. Anwyl, Esq., R.W.Y.C.	

Anemone was slow in making sail, and allowed the other yachts to take the lead out to the black Far away buoy, which was rounded in the following order :—Kittiwake, Sea King, Circe, Anemone. Nothing could exceed the beauty of the day or the perfect sailing breeze that blew off shore, and no doubt if such weather could often be obtained at sea, many would be the sailors. The course was round a flag-boat moored about $3\frac{1}{2}$ miles towards Sarn Bwch, thence round a flag-boat about $4\frac{1}{2}$ miles to the N.W. of the first boat, and then into the harbour to win, altogether about 12 miles. Directly after rounding the Far-away buoy, the yachts all stood out for the flag-boat off Sarn Bwch, which they could just fetch, and though Circe made every effort to prevent Anemone from weathering her, she failed to do so, and the latter soon went into the second place, and set manfully to work to reverse the running between herself and the Kittiwake at Carnarvon. The breeze freshened a little as they got out to sea, and just allowed the water to wet the first planks of their decks as they tacked towards the second flag-ship—Kittiwake tacked rather too soon—Anemone, Circe, and Sea King holding on out to sea to get all the advantage of the flood tide. But no difference was made in their relative position, and Kittiwake was evidently drawing ahead of her antagonists, the second buoy being rounded :—Kittiwake, 1 ; Anemone, 2 ; Sea King, 3 ; Circe, 4.

From this point it was a dead run in before the wind, which rather

favoured Anemone, by becoming stronger after Kittiwake had rounded, the race eventually terminating thus :—

	h. m. s.		h. m. s.
Kittiwake	2 10 0	Sea King	2 25 0
Anemone	2 16 15	Circe	2 31 0

The Kittiwake being hailed the winner. The Anemone was formerly the "Whim," and under that name will be no doubt recognised by many an old yachtsman as a favourite racer.

The next race was for a purse of ten pounds, for fishing smacks, and brought five clipping looking Fleetwood built boats to the post. From start to finish there never was a better sailing match, the only drawback being that a boat of considerable reputation got a ground by standing too far in shore, the remainder fought over every inch of water, a boat called the Agnes eventually winning by a few minutes only.

The much coveted prize of the tankards, for pair oared gentlemen amateur skiffs, was won by the Laura, well pulled and well steered by some hard working (?) reading party of Cantabs, located at Barmouth ; the remainder of the day's proceedings being taken up with races for the smaller class sailing boats and rowing boats, not to mention various shore going sports, which afforded great amusement, and finished a most admirably conducted regatta.

ABERDOVEY REGATTA.

This regatta under the presidency of Lord Vane and the patronage of W. Wynne, Esq., M.P., and other gentlemen of the neighbourhood, took place on Friday, the 1st of September, the committee having fixed upon that day with the impression that as it so immediately followed the Barmouth meeting, both regattas would be mutually benefitted. It however unfortunately happened that the day preceding the Aberdovey regatta was wild and stormy, so that no yacht could come over the bar, and as only one of the vessels that contended at Barmouth had taken the precaution to run in on the 30th, but little advantage accrued to Aberdovey for having so fixed the day.

As at Barmouth so here, a most liberal list of prizes was offered the public, and the committee are to be congratulated upon having divided the prize offered to yachts into two cups of £35 and £15 each for the first and second boats, instead of making it a £50 cup, as such a division is sure to lead to a better entry than if given in one prize.

The first match was for yachts above 15 tons belonging to any yac-

club ; for the first a cup value £35, for the second a prize of £15. The Emerald, which had recently been purchased by Mr. Savin, and only arrived a few days previously from Kingstown, was under the prescribed limits of tonnage, but as there were only two other entries, the restriction as to tonnage was done away with. The course was round a black buoy on the bar, about $2\frac{1}{2}$ miles from flag-ship, thence returning to the flag-ship, twice round—the tide was about three-quarters flood, with a strong westerly breeze—at 2h. 10m. precisely a most excellent start was effected by

No.	Names of Yachts	Rig	Tons	Owners	Builders
812	Mystery	cutter	20	Rev. T. Griffith	
624	Kittiwake	cutter	20	Captain Iremonger	H. Owen
358	Emerald	cutter	11	T. Savin, Esq	

It was a dead beat out to the black buoy, and the gale of then previous day having raised a heavy sea on the bar, the merits of the contending vessels were well tried, as there certainly can be no better test of the power of small craft than having to work to windward in the short sea generally raised by a strong wind on a tidal bar. The Kittiwake had her whole mainsail, working jib, and second gaff-topsail, the others were under reduced canvas. In the short tacks at first starting the Mystery and Emerald for a time seemed to hold their own, and great hopes were entertained by the lovers of the Mystery, which, hailing from Aberdovey, has of course many friends and admirers, that she would shew the Kittiwake the way ; these hopes, however, were soon dissipated, as in a short time the large topsail of the latter vessel was seen in advance of her opponents, and as the sea became more turbulent, a still wider gap separated her from the other two, the black buoy being rounded as nearly as we could judge :—

h. m. s.	h. m. s.	h. m. s.
Kittiwake	3 6 15 Mystery	3 17 40 Emerald
	3	0
	15	40
		0

It was then a run dead before the wind to the flag-ship, and they all came streaming along with fair wind and tide for the harbour ; but fair wind or foul made no difference in point of position to the Kittiwake, which only improved her's on the run to the flag-ship, which was rounded :—

h. m. s.	h. m. s.	h. m. s.
Kittiwake	3 21 0 Mystery	3 33 0 Emerald.....
	3	0
	21	33
	0	0

The latter having evidently come up with the Mystery, and so far improved her chance of the second cup. It was now on the wind

again to the black buoy, and as they proceeded on their wet and watery way, the "Emerald," though sailing remarkably well, found that the ebb tide against the westerly wind had raised such a sea on the bar as to render her chance of sailing against vessels nearly double her tonnage very remote indeed, so she put her helm up and returned to her anchorage, the two larger boats working away right well to windward ; the race eventually terminating :—

	h. m. s.		h. m. s.
Kittiwake	4 30 0	Mystery	4 52 0

A long way to be ahead of such a boat as the Mystery in a course of two hours, and as her owner now appears to have got the Kittiwake (which is a new vessel) this year in better trim than she was at Kingstown, we expect she will give some trouble in her class next year.

The next match was for fishing boats for a purse of £20 ; £14 for the first boat and £6 for the second, for which three Aberdovey smacks contended, and as of course the different craft were well known, this was perhaps the most popular race of the day. Three boats started, the Agnes, Snowdrop, and Kingfisher, but hardly had they made a couple of tacks when the Kingfisher, which seemed the general favourite, got aground, and left the race to the Snowdrop and Agnes, the latter having no difficulty in defeating the Snowdrop.

The next race was for four oared boats pulled and steered by gentlemen amateurs, first prize £6, second prize £2, the Water Baby, Louisa, and Alice making a very exciting match from start to finish, and though the two latter used all their exertions to prevent such a wonderfully named specimen of aquatic utility from making herself conspicuous, the Water Baby carried off the first prize, and the Louisa the second.

Other and various sailing and rowing boats contended for various prizes, which brought the regatta to a successful termination, and too much praise cannot be given to Earl Vane, whose fine vessel, the Lotus, acted as flag-ship, for the liberal way in which he supported this first attempt to get up an aquatic gathering at Aberdovey.

CLYDE YACHT CLUB REGATTA.

THE annual regatta of the above club in connexion with the Helensburgh and Row regatta took place at Helensburgh on the 14th of July, though productive generally of well contested races, was not so successful as last year's regatta, partly owing to the boisterous nature of

weather, and partly to the paucity of yachts starting for the various prizes. The wind was fresh, veering from S. to W.

The Hon. G. F. Boyle, Commodore of the Club, was present during the early part of the day, but being compelled to leave, owing to other engagements, his duties were most efficiently discharged by the Rear Commodore, Adam Morrison, Esq. The steamer Mariner did duty as commodore's barge, on board of which the band of the Greenock Rifles discoursed first-class music during the day.

The course for the 1st and 2nd class yachts was twice and three times respectively round the Gantocks, and for the smaller yachts twice round a flag-boat off Gourock. The following is the result of the several contests :—

First race :—Prize, a purse of 40 sovs. open to cutters, yawls, and schooners of 20 tons and upwards.

The entries were :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners	Port
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher
803	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare
New	Fiona	cutter	77	H. Lafone, Esq.	Fife
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall L Co.

Only two boats, however, the Mosquito and Glance started at 12h. 15m. 45s., the Mosquito slightly leading, each with a reef down. The Mosquito made a very hollow race of it, leaving the Glance every round, and eventually winning easily about 7h. p.m., when the Glance was not in sight.

Second prize :—A purse of 20 sovs., and provided four start 5 sovs. to second boat. Open to yachts of 8, and not exceeding 20 tons.

There started :—

No	Names of Yachts	Rig	Tons	Owners	Builders
1350	Torch	cutter	15	D. W. Finlay, Esq. M.D.	Fife
518	Glide	cutter	14	D. Fulton, Esq.	Owner

The start took place at 12h. 35m., the Torch covering and going out on the weather of the Glide just at the flag-boat. At the close of the first round they were timed as follows :—

h. m. s.	h. m. s.		
Torch	2 52 0	Glide	3 2 0

Shortly after rounding, the strop of one of the Torch's peak halyard blocks gave way, and the mainsail had to be lowered to repair the damage, enabling the Glide to come up some six minutes on her. Nimble hands, however, soon put all to rights, and she was off again never to be caught, rounding the Gantocks 12 minutes ahead of her opponent, and coming in at

	h. m. s.
Torch	5 32 50

The Glide being so far behind, that she did not round the flag-boat.

Third race—Prize, a purse of 15 sova., 2nd prize, 5 sova. Open to yachts of 8 tons and under.

The following started at 1h. 28m. 5s.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
402	Fairy Queen	cutter	8	J. Grant, jr., Esq.	Fife
981	Ripple	cutter	8	C. Henderson, Esq.	Fife

The Pilgrim, yawl, 8 tons, J. Pirrie, Esq., was also entered, but did not start. The Fairy Queen assumed the pride of place soon after starting, and though repeatedly threatened by the Ripple, maintained her position to the last, the pair being timed on the last round :—

	h. m. s.	h. m. s.	
Fairy Queen	4 44 1	Ripple	4 48 22

The former thus winning by 4m. 21s.

Fourth race—For yachts of 6 tons and under. First prize, 10 sova. 2nd prize, £2 10s. The following started :—

Names of Yachts.	Rig.	Tons.	Owners
Excelsior.....	cutter	6	D. Bryce, Esq.
Brunette.....	cutter	4½	R. Sharp, Esq.
Hawk	cutter	6	J. Paul, Esq.

They got off at 1h. 56m. 28s. On the last round they passed the Commodore's barge as under :—

h. m. s.	h. m. s.	h. m. s.
Excelsior 5 44 11	Brunette 5 47 50	Hawk not t

The Excelsior thus won by 3m. 39s.

Fifth race—For yachts of 4 tons and under ; 1st prize, £6 ; prize, £2. The following started :—Gipsy King, 3 tons, J. Barr, Lightning, 4 tons, W. Doig, 2 ; Will o' the Wisp, 4 tons, W. C. Sloan, 3.

An open boat race and several rowing matches took place during the afternoon, when the weather had moderated, and the prizes were there-after presented by the Rear Commodore to the successful competitors.

BLAIRMORE AND STRONE REGATTA.

THIS annual regatta took place off Blairmore shore, on Saturday, 22nd of July. The weather was as usual at this gathering, fine, with a nice topsail breeze from S.W. to W.N.W. prevailing throughout the entire day. The prizes were good and the number of spectators large, but, owing to the meagreness of the entries, the sports were not of the interesting character which has hitherto distinguished this regatta. Two prizes were offered for yachts, £25 presented by the Commodore for yachts of 25 tons and under, and the Ladies' Prize of £10 for yachts of 8 tons and under. The only entries up till 12 o'clock on Saturday, were the Torch for the one race, and the Fairy Queen for the other, and the Committee were somewhat puzzled what to do under the circumstances, as they were anxious to secure a match. There were many fast vessels present, including the Lesbia, Coolin, Onda, Swallow, Ripple, &c., &c., and an effort was made to get some of them to enter, but without success: and it was at last agreed to do away with all restrictions as to tonnage, give a first and second prize, and allow the Kilmeny, Torch, and Fairy Queen to run against each other in a handicap; the Kilmeny to allow the Torch 15 minutes, and the Fairy Queen 29 minutes, and the Torch to allow the Fairy Queen 14 minutes. The Kilmeny in the event of losing the 1st prize was not to be permitted to take the 2nd. In the absence of the Commodore, James Patrick, Esq., of Kilmun, the duties were discharged by Adam Morrison, Esq., Vice-Commodore on board the Phasma. The screw steamer Saltee was engaged for the use of the public, on board of which the band of H.M.S. Lion did duty throughout the day.

The following are the results of the principal races:—Race for yachts—prize, the Kilmun purse, presented by James Patrick, Esq.—first boat £20, second £5:—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig.	Tons	Owners	Builders.
619	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1350	Torch	cutter	15	D. W. Finlay, Esq. M.D.	Fife
402	Fairy Queen	cutter	8	R. Ferguson, Esq.	Fife

At 1h.15m. the first gun was fired, and the Fairy Queen mistaking it for the starting gun, went off with a lead of 5 minutes; the Torch and Kilmeny following in the order of their names at 1h. 20m. 10s. The course was round Shoal's buoy flag-boat off M'Inroy's point, Gantock's and home, twice round. On arriving at the Shoal's buoy for the first time, they were timed as under.—

	h. m. s.		h. m. s.		h. m. s.
Fairy Queen ...	1 50 10		Torch.....	1 51 50	Kilmeny 1 52 0

On rounding, they all hauled their wind in by the Greenock shore, the Fairy Queen falling rapidly behind. At 2h. 1m. 30s. the Torch and Kilmeny tacked off the Battery, the former still to windward and holding almost tack for tack with her big sister to the Gantocks, which mark was rounded as follows:—

	h. m. s.		h. m. s.		h. m. s.
Kilmeny	3 0 30		Torch.....	3 1 30	Fairy Queen ... 3 15 0

Immediately after rounding the Kilmeny and Fairy Queen set balloon topsails and jibs; the Torch contenting herself with the latter, and during the run to the Commodore the Kilmeny drew away from, and the Fairy Queen came up on the Torch, the time being:—

	h. m. s.		h. m. s.		h. m. s.
Kilmeny	3 43 1		Torch	3 55 32	Fairy Queen... 4 13 7

At the Shoals buoy on the second round the time was:—

	h. m. s.		h. m. s.		h. m. s.
Kilmeny	4 13 30		Torch.....	4 36 0	Fairy Queen ... 4 43 15

A repetition of the tactics of the first round now took place, the Kilmeny and Fairy Queen going to windward with their balloon topsails, which the latter was compelled to douse when the breeze came fresher. The interest of the race was now over, as, barring accidents, the first prize was a certainty for the Kilmeny, and the second almost equally so for the Torch. The Gantocks were rounded for the last time, thus:—

	h. m. s.		h. m. s.		h. m. s.
Kilmeny.....	5 21 30		Torch	5 52 0	Fairy Queen ... 6 13 30

Balloon topsails and jibs were now set, and the trio were timed at the finish:—

	h. m. s.		h. m. s.		h. m. s.
Kilmeny.....	6 0 48		Torch	6 29 34	Fairy Queen ... 6 54

The Kilmeny thus defeated the Torch by 13 min. 46 sec. for 4th prize, and the Torch received the second prize by 10 min. 36 sec. to the Fairy Queen, after deducting the time allowance.

Second race—Open boats under 4 tons—prize £3. Gipsy Queen—C. Barr—Gourock—1, Gourock—Hutcheson—Gourock—2.

The Gipsy Queen winning by a considerable distance.

Lugsail race—prize, £3. Gipsy—J. Barr, Gourock—1; Magpie—R. Southgate, Greenock—2.

Several rowing matches and a duck hunt concluded the day's sports, and the proceedings were brought to a close by the Commodore presenting the prizes, all of which were duly acknowledged.

BRAY REGATTA, DUBLIN BAY.

THIS affair came off on Monday, July 31, and was a decided success. At an early hour in the morning the Belle, schooner, Vice-Commodore Putland, R. I. Y. C., left her moorings in Kingstown Harbour, and brought to opposite Bray, for the purpose of acting as the Commodore's vessel for the day in carrying out the necessary details. Shortly after 9h. 30m. Rear-Commodore Doherty, R. I. Y. C. got his fleet under way, accompanied by the different yachts about to compete, and all ran down together to the scene of action.

The first match was for a prize of £50 open to all yacht clubs—time race. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts	Rig	Tons	Owners	Builders.
803	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare and Co.
new	Fiona	cutter	77	H. Lafons, Esq.	Fife
93	Banshee	cutter	52	J. Jones, Esq.	Owner
368	Enid	cutter	56	F. Sholefield, Esq.	Wanhill

The course lay from a flag vessel moored off the town to a flag-boat about three miles off Bray Head, round the lightship to another flag-boat moored off Sorrento-terrace, Dalkey Point, to the flag-vessel again: thence round the first flag-boat to the second flag-boat; winning at the flag-ship—all to be on the port hand. On the gun being fired at 12·5 Banshee is first to feel her way out on letting her foresail draw followed by Mosquito, Fiona, and Enid. Fiona soon after ran through Mosquito's lee, and the first flag-boat was passed thus :—

h. m. s.	h. m. s.	h. m. s.
Banshee..... 12 20 15	Mosquito 12 20 50	Enid 12 2 0
..... 12 20 35		

Mosquito rounded and tacked in shore, going on to the starboard rock to get smoother water perhaps, while the others stood out close

hauled for a muzzler to the lightship. Fiona soon got in front, and after tack and tack to weather it, during which all the boats got plenty of sea work, it was rounded thus, after a turn of more than six miles to windward :—

	h. m. s.		h. m. s.		h. m. s.
Fiona	1 38 0	Banshee	1 42 0	Mosquito	1 43 0

Enid far astern. After rounding all set big sails for the run past the second flag-boat to the flag-ship, Fiona increasing her lead, and Mosquito running up on Banshee. This flag-ship was passed the first time as follows :—

	h. m. s.		h. m. s.		h. m. s.
Fiona	3 2 8	Mosquito.....	3 7 15	Banshee	3 7 45

The Enid about a mile astern. Fiona now seemed sure of the cup, but on the reach again for the first flag-boat for the second time carried away her gaff just below the jaws, and bore up. On the turn to windward, back to the second flag-boat, Banshee picked up Mosquito again, and got into the front, and Enid appeared to be making better work of it as the breeze freshened. After a very exciting run home from the second flag-boat, the close of the race was timed as follows :—

	h. m. s.		h. m. s.		h. m. s.
Banshee	4 23 10	Mosquito.....	4 26 8	Enid	4 35 45

Banshee winning her first cup this season, and proving herself to be a first-rate weatherly craft.

The second match was for a prize of £30, open to all yachts belonging to members of a royal yacht club and the Prince Alfred Yacht Club, not exceeding 40 tons ; a time race. The following started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No	Names of Yachts	Rig	Tons	Owners	Builders.
1064	Secret	cutter	30	T. D. Keogh, Esq.	Wanhill
609	Kilmenny	cutter	30	A. Finlay, Esq.	Fife
1584	Xema	cutter	34	Major Barton.	Fife
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher
650	L'Eclair	cutter	34	T. H. Townsend, Esq.	Wanhill

These were started on the same course as the previous match. 12h. 50m. when the Secret went off with the lead. Here were celebrated vessels, winners of innumerable prizes pitted against each other, and the "dear old creature" as she proudly led the van seemed to be defiant of the younger fry, and she passed the flag-boat a minute or two ahead of Glance, and the others between five and six minutes. A

this Glance tried to weather the Secret, but could not pass her to windward, so went under her lee.

At 1h. 30m. Glance had head-reached on Secret, Xema being well up on both, Kilmeny a short distance behind, and not apparently holding so good a wind. At 1h. 45m. Secret tacked, and went on starboard tack, the Glance on her weather, then Xema. At two o'clock Glance was to windward of her fleet, and retained her lead for the rest of the day. At 2h. Secret when on port tack, followed by the Glance and Kilmeny on starboard tack, put Xema about, and went on port tack. Xema, Kilmeny, and Glance soon after got a slice of wind more aft, that enabled them to lay a couple of points higher than Secret, and almost fetch the ship on their tack. At 2h. 40m. Glance tacked to starboard to weather it. Kilmeny, on port tack, would not give way to Secret, and forced her to go about, which she did to prevent a collision, although on the proper tack. On passing the lighthouse, the Glance, Xema, and Kilmeny had taken the lead of Secret from 2 to 4 minutes. The three latter did not set working topsails, whilst Glance preferred her jib-header, which she kept up the whole day. The Secret now began to look sharp, and endeavoured to reach the first place, but was successful only with the Kilmeny which she ousted from third position, the other two she could not touch, and the first round was completed thus :—

	h. m. s.		h. m. s.		h. m. s.	
Glance	3 50 45		Secret	3 57 45	Kilmeny	3 58 30
Xema	3 57 0					

A heavy squall came on just after passing the flag-ship on the reach out to the first flag-boat for the second time, and almost in the same luckless spot where the Fiona's gaff was carried away the Secret's topmast went by the board. Kilmeny, too, lost her topsail-sheet. During these interesting proceedings Glance continued surely but steadily to increase her lead. The second flag-boat was passed for the last time thus :—

	h. m. s.		h. m. s.		h. m. s.	
Glance	4 51 0		Secret	5 3 30	Kilmeny	5 6 0
Xema	4 58 0					

On Xema rounding we thought we observed her taking some rather improper familiarities with the flag-boat by towing it after her a short distance towards the Sound ; however, she soon got clear, and after as hard a day's sailing, this match concluded as follows :—

	h. m. s.		h. m. s.		h. m. s.	
Glance.....	5 5 32		Secret	5 20 4	Kilmeny	5 23 43
Xema	5 18 0					

The third match was for a prize of £20 open to all yachts as before, under 26 tons time race short course. The following entered :—

Numbered as in Hunt's Universal Yacht List, 1865.

No	Names of Yachts	Rig	Tons	Owners	Builders
1350	Torch.....	cutter	15	D. W. Finlay, Esq.	Fife
690	Luna	cutter	25	J. McCurdy, Esq.	Fife
134	Bijou	cutter	12	R. D. Kane, Esq.	Wanhill

The Bijou did not start. The others got away at 1h. 25m., Luna with the lead, and the Torch trying her utmost to pass her, creating immense interest in the exciting match between these little cracks. On the conclusion of the first round the Luna only led by 2 minutes, and on the completion of the race there was only 1m. 22s. between them ; but the Luna had to allow the Torch 5 minutes for difference of tonnage, therefore the latter won.

The fourth match was £5, for yachts not exceeding 6 tons. The following little craft started shortly after two o'clock :— Sneazer, 6 tons, F. W. Hammond ; Torment, 5 tons, J. Todhunter ; Myrha, 6 tons, F. Falkner, jun. ; Truant, 4 tons, S. H. Nugent ; Grandweal, 3 tons, R. L. Jones ; Coleen, 5 tons, N. Brady ; Signet, 3 tons, W. Conlan ; Leprechaun, 4½ tons, L. Scanlan. The race was won by the Sneazer, after a close contest.

A number of rowing matches were announced, but owing to the heavy sea, the first, for four-oared gigs, and the second, for two-oared boats, did not come off. The third rowing match on the programme was contested. It was between men-of-war launches, pinnaces, and cutters. The first prize, £5, was won by the first cutter of the Royal George ; the second, £3, was won by the second cutter. In the next match, between the fishermen's boats, the first prize was won by Humphreys of Bray, and the second by Carter of Bray. The sports of the day concluded with a grand display of fireworks.

TORBAY ROYAL REGATTA.

This was held on Monday and Tuesday, August 21st and 22nd, and for want we presume of a proper arrangement, the Plymouth commenced on the Tuesday, consequently the latter suffered by the non-attendance of yachts.

The beautiful bay on the Monday presented a brilliant display of bunting from a very numerous fleet of yachts. The weather was delightful, and there was an immense assemblage of spectators.

The first prize of the value of £60 for cutters and yawls under 90 tons ; the first vessel to receive £50 ; the second £10. The following started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts.	Big	Tons	Owners	Builders
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
69	Astarte	cutter	74	W. Batterby, Esq.	Day & Co
1406	Vindex.....	cutter	45	A. Duncan, Esq.	Millwall, I.C.
834	Niobe.....	cutter	40	W. Gordon, Esq.	Hatcher
184	Christabel.....	cutter	52	A. C. Kennard, Esq.	Aldous
	Hirondelle	cutter	70	Lord H. Lennox.	Wanhill

The course extended from the starting point near the Breakwater to a mark-boat in the middle of the bay, thence to another boat off Berry Head, rounding a third off Goodrington Sands, returning to the starting point ; distance, 12 miles, three times round.

At 11h. 36m. the start was given, the Hirondelle being the first to get upon her legs, waited upon by the Volante, with Niobe third, Astarte fourth, Christabel fifth, and Vindex last. The wind soon filled out their sails, and the several competitors went away at a spanking rate, and the mark-boats in the middle of the bay at Berry Head and at Goodrington Sands were rounded without any of the yachts changing positions. The Christabel made a spurt in the run home, collared the Astarte, and assumed fourth place. The Volante and Niobe had a tough struggle for second position as the first round was about to be completed, but after running almost bow and bow for some minutes the Volante threw off her company, and maintained her old place. The yachts were timed at the end of the first round as follows :—

	h. m. s.		h. m. s.		h. m. s.
Hirondelle	12 54 0	Niobe.....	12 54 41	Astarte	12 57 30
Volante	12 54 50	Christabel.....	12 55 11	Vindex.....	12 58 7

The Christabel continued to press the three leading yachts, and after a short contest with Niobe, overhauled her and took her water. The Hirondelle went ahead considerably, but failed to permanently improve her position, as the Christabel was approaching the first and second yachts in a dangerous manner, and it became evident that they would have eventually to succumb to her superior sailing. This soon proved to be the case, and the Christabel went past the Hirondelle and Volante at a spanking rate, completing the second round a minute in advance of the Hirondelle. Time at close of second round :—

	h. m. s.		h. m. s.		h. m. s.
Christabel.....	2 4 20	Volante.....	2 7 4	Astarte	2 10 12
Hirondelle.....	2 5 23	Niobe.....	2 8 3	Vindex	2 12 8

In the last round the Hirondelle picked up a little, and made a determined spurt to collar Christabel, but failed. The other yachts maintained their old positions, and the race concluded as follows :—

	h. m. s.		h. m. s.		h. m. s.
Christabel.....	3 16 8		Volante	3 20 9	Astarte
Hirondelle	3 16 22		Niobe	3 20 11	Vindex.....

The Christabel takes the first prize, and the Niobe the second, the Hirondelle and Volante having to allow her time for difference of tonnage.

The second match was for a prize of £25 for cutters and yawls under 30 tons ; the first vessel to receive £20, the second £5. The following entered :—

Numbered as Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
209	Coral	cutter	10	Capt. Bayley	Bailey
1382	Vampire.....	cutter	20	T. Cuthbert, Esq.	Hatcher
642	Laura	cutter	20	W. J. Kerr, Esq.	Hatcher

The competitors went over the same course as in the last race, twice round. The yachts got away in good order at 12h. 22m. with the Laura making for the front, Vampire second, and Coral last. Laura assumed the command for a good distance, when the Vampire pressed her, and after a spirited race took her water. The yachts were timed thus at the end of the first round :—

	h. m. s.		h. m. s.		h. m. s.
Vampire.....	1 44 20		Laura.....	1 45 40	Coral.....

The Vampire now pushed ahead considerably, whilst the Coral fell off astern; and the match concluded as follows :—

	h. m. s.		h. m. s.		h. m. s.
Vampire.....	3 1 25		Laura.....	3 6 57	Coral.....

The third match was for £7 for yachts not exceeding 9 tons ; the first vessel to receive £5 ; the second £2, which the following contested, viz. Phantom, 7 tons, E. Breton, Esq. ; Pixie, 9 tons, R. Boyle, Esq. ; and Psyche, 8 tons, Captain Flamank. The course was the same, as the prior races twice round. They got away at 1h. 20m., the Pixie taking the lead waited on by the Phantom. The latter pressed the leading vessel in making for the first mark-boat, and had an advantage at one period, but the Pixie drew away from her, and completed the first round in glorious style ; the Psyche retired from the contest during the second round ; and after a clipping race they finished by the Pixie beating the Phantom upwards of 9 minutes.

Tuesday, Aug. 22nd.—This day was devoted entirely to rowing and sailing among fishing boats and yachts' boats, which were very pleasing to those whose tastes lay that way.

ROYAL WESTERN YACHT CLUB AND PORT OF PLYMOUTH REGATTA.

TUESDAY, Aug. 22.—This annual event commenced to-day under very favourable auspices, although it was regretted that the yacht matches could not be held in consequence of the non-arrival of the competing vessels from Torbay, where they mustered on the previous day on the occasion of the regatta at Torquay. It appears that the fine fleet of yachts left Torbay on Monday evening, but the wind dying away not one of them arrived in Plymouth Sound in time for the first day's meeting, and the committee appointed the second day for these matches to take place. The weather was very fine, and thousands of persons were attracted to the Hoe and other commanding spots to witness the sport, which opened with a race for a piece of plate, presented by the tradesmen of the Royal Western Yacht Club, for yachts not exceeding 20 tons; time, half a minute per ton. The following yachts competed:—Folly, 12 tons, W. L. Parry; Ida, 11 tons, R. Hocking; Stella, 11 tons, W. Lane.

The course was as follows:—From the starting vessel, through the western channel of the Breakwater, rounding a mark vessel off Peulee Point, thus to another mark vessel off Mew Stone, returning through the eastern channel of the Breakwater, rounding the Cobbler Buoy, returning to the starting point, twice round, and once extra round the Breakwater. At 11h. 34m, the several competitors left their moorings and went away at a somewhat straggling pace, the breeze being very light at the time. The Ida was the first to show in front, waited upon by the Folly. In this order the yachts went away to the westward, when the Folly had to make room for the Stella, which took second place. The Folly, however, picked up considerably, and pressed the Stella severely, eventually collaring her and taking her water. The Ida in the meantime had not been idle, and she considerably increased the distance between herself and the other yachts. On completing the first round the competitors were timed thus:—Ida, 2h. 57m. 40s; Folly, 3h. 3m. 33s; Stella, 3h. 21m. 24s.

In the second round the Ida tacked somewhat slowly, which brought the Folly in dangerous proximity to her, but she managed to throw off her company, and maintained the lead through the western channel

of the Breakwater. On the yachts returning, however, the Folly was leading, with the Ida close astern, and Stella nowhere. The Folly continued the lead, and on completing the second round the yachts were timed as follows:—Folly, 5h. 27m. 32s; Ida, 5h. 28m. 24s; Stella, 5h. 43m. 39s.

In performing the extra round at the Breakwater the Ida missed stays once and lost considerably, but picked up a little near the Breakwater. In the run home the Folly put on a spurt, walked away from the Ida, and won as she pleased. The Stella did not go over this round, seeing the hopelessness of her case. Time at the conclusion of race:—Folly, 6h. 37m. 55s.; Ida, 6h. 46m. 40s.

A silver cup of the value of £15, presented by the Mayor of Plymouth, with £5 added as a second prize, open to all pleasure boats not exceeding 8 tons; time, half a minute per ton. The following is the list of competitors:—Frolic, 7 tons, R. A. Mangin; Lapwing, 7 tons, W. H. Bruton; Vespa, 7 tons, A. Adams; Edith, 7 tons, W. Clarke; Little Jenny, 4 tons, J. C. Clarke; Cœrulea, 6 tons, W. Way; Nelly, 6 tons, T. B. Resterick.

At 12h. 8m. the signal for starting was given, and the several boats got away, the Lapwing having the command, with Frolic waiting on her, and Vesper third, while Little Jenny was in the rear. In this order the boats continued for some time, when Little Jenny crept past the hindermost, and challenged the second boat for that position, which she eventually assumed. In tacking several of the boats came to grief, and an opportunity opening up the Vespa drew ahead, with Nelly for a close companion, and Frolic third. The run home was sharply contested, and at the close of the race the boats were timed as follows:—

	h. m. s.		h. m. s.		h. m. s.		
Vespa	3 31 20		Frolic.....	3 35 41		Edith	3 38 47
Nelly.....	3 31 25		Cœrulea.....	3 36 24		Lapwing.....	3 44 30

The Nelly received the first prize, and Vespa second. Several rowing matches for prizes amounting to £23 10s. concluded the first day.

Wednesday, Aug. 23rd.—The weather this day was the reverse of the previous one, for it rained incessantly, and sadly disappointed the thousands that witnessed the first day's sports.

The first match opened with a prize of £60, thus divided, £50 for first vessel, and £10 for second, given by the Royal Western Yacht Club; to be sailed for by cutters and yawls above 20 tons belonging to a royal yacht club; time, half a minute per ton up to 50 tons, a quarter

of a minute per ton up to 100 tons, and one-eighth of a minute above ; yawls to sail as cutters, with a fourth of their tonnage deducted ; four to start or no race ; entrance £2 2s. The yachts that started in this race were the following :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts	Rig	Tons	Owners	Builders
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
	Hirondelle	cutter	70	Lord H. Lennox	Wanhill
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall L.C.
834	Niobe	cutter	40	W. Gordon, Esq.	Hatcher
184	Christabel	cutter	52	A. C. Kennard, Esq.	Aldous

At 11h. 33m. 30s. the signal for starting was given, and the competitors went away under the command of the Niobe, the Volante being second, and the others bow and bow close astern. In this order they continued for some time, when the Volante made a spurt, collared the leading yacht and took her water. The Niobe now held second position, with Hirondelle third, Christabel fourth, and Vindex fifth. On passing up the eastern channel of the Breakwater the Volante still maintained the lead, and Hirondelle and Niobe toughly engaged for second place. The Hirondelle eventually threw off the Niobe, and the yachts were timed at the end of the first round as follows :—

	h. m. s.		h. m. s.		h. m. s.
Volante.....	2 42 30	Niobe.....	2 47 40	Vindex.....	3 3 47
Hirondelle.....	2 47 16	Christabel	2 58 0		

In the second round the Volante and Vindex were placed somewhat disadvantageously, and they retired from the contest before completing the round. The Hirondelle now went to the front, with Niobe in dangerous proximity, and Christabel a poor third. At the end of the second round the yachts were timed thus :—

	h. m. s.		h. m. s.		h. m. s.
Hirondelle	4 44 22	Niobe.....	4 45 12	Christabel.....	4 51 46

The committee now ordered the competitors to go another round, but the owner of the Niobe refused to comply with the request, alleging that as the committee had decided at the commencement of the race that the yachts should go over the course twice he should adhere to that rule. The Hirondelle and Christabel, however, continued the match, the former going ahead at a clipping rate, and won easily, as the following time, taken at the close of the race, will show :—

	h. m. s.		h. m. s.
Hirondelle.....	6 27 30	Christabel.....	6 46 30

The owner of the Niobe claimed the second prize, and entered a protest against the Christabel receiving it.

A match between schooners and yawls above 20 tons belonging to a member of a royal yacht club and carrying the Admiralty warrant, for a prize of £80, given by the town, being £60 for the first yacht, and £20 for the second. Time, half a minute per ton up to 50 tons, a quarter of a minute per ton from 50 to 100 tons, one-eighth of a minute from 100 to 150 tons, and one sixteenth of a minute up to 200 tons; above, no allowance; yawls to sail with a fourth of their tonnage added; four to start, or no race; entrance, £2 2s. There were, however, only two yachts in this race. They were:—Intrigue, 72 tons, F. Edwards, Esq.; Gertrude, 68 tons, T. Hayes, Esq.

At 12h. 26m. 35s. the yachts got away, with the Intrigue taking the lead. The vessels continued very close together throughout the first round, at the conclusion of which they were timed thus:—Intrigue, 3h. 18m. 5s.; Gertrude, 3h. 18m. 57s.

In tacking to the westward in the second round the Gertrude drew towards the Intrigue, and after a good bow-and-bow race passed her and took the command. Time at end of second round:—Gertrude, 5h. 9m. 38s.; Intrigue, 5h. 16m. 45s.

In the third and concluding round the Intrigue showed some good sailing, recovered much lost ground, and eventually ran a close race with the Gertrude. The latter, however, managed to keep away from such dangerous company, and won as follows:—Gertrude, 7h. 8m. 15s.; Intrigue, 7h. 7m. 28s.

The owner of the Intrigue laid a protest against the Gertrude carrying off the prize, alleging that she fouled the eastern mark-boat in the last round.

A Silver Cup, value 20 guineas, the gift of his Royal Highness the Prince of Wales to the town, for yachts under 20 tons; time, half a minute per ton; four to start or no race—twice round. The following yachts went to the post:—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders
465	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
1382	Vampire	cutter	19	T. H. Cutthbert, Esq.	Hatcher
	Stella	cutter	11	W. Lane, Esq.	
	Ida	cutter	11	R. Hocking, Esq.	
642	Laura	cutter	20	W. H. Kerr, Esq.	Hatcher

About 1 p.m. they got under way, the Vampire with the lead, closely followed by Laura, which was the only antagonist the former feared, as the Ida in the second round retired fully satisfied she was in bad company. The Laura perseveringly stuck to the leader, and eventually shot into first place, and came in nearly two minutes a-head. But the Vampire appealed against her receiving the prize, alledging the Laura had fouled her.

A Silver Cup, value £10, presented by Mr. Pearse of the Royal Hotel, to the Royal Western Yacht Club, with £5 added as a second prize; open to yachts of 8 tons and under; time, half a minute per ton; four to start or no race; entrance 5s. The following yachts competed for the above prizes:—Edith, 7 tons, W. Clarke; Frolic, 7 tons, Mangin; Vespa, 7 tons, A. Adams; Lapwing, 7 tons, W. H. Bruton; Little Jenny, 4 tons, J. C. Clarke; Nelly, 6 tons, T. B. Restarick; Cœrulea, 6 tons, W. Way.

A good start was effected, the Cœrulea taking the lead, waited upon by Edith. In going to the westward the Edith and Vespa made a short tack and went to the front in clipping style. The Nelly also made a spurt, and eventually collared the second boat, the Edith, which fell astern. Time at the end of first round:—Vespa, 4h. 8m. 4s.; Nelly, 4h. 16m. 13s.; Edith, 4h. 18m. 50s.

In the second round the Vespa shot ahead at a spanking rate, while Nelly and Edith exchanged places. The Vespa won as she pleased, the other yachts literally nowhere. Time at end of race:—Vespa, 7h. 7m. 4s.; Edith, 8h. 10m.; Nelly, 8h. 19m.

The regatta was wound up by rowing, &c., for prizes amounting to £22.

SOUTHAMPTON REGATTA.

THE Royal Southern having some time ceased to take the lead in aquatics at this port, the regattas have been held under the superintendence of the Amateur Club, and right well have they been carried out, with an amount of liberal prizes that do honour to the committee and members. Unfortunately the days fixed were those also of the Royal Squadron, therefore a large attendance of yachts could not be expected.

Tuesday, August 1st.—The first prize, £20, was for yachts not exceeding 15 tons—time race—1m. per ton for difference of tonnage. The Queen entered, and none other appeared inclined to tackle her,—

but at last Folly entered with an understanding she was to have $1\frac{1}{2}$ m. per ton allowed. So at length the starters stood thus :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
947	Queen	cutter	15	Captain Whitbread	Hatcher
465	Folly	cutter	12	W. L. Parry, Esq.	Hatcher

The course was from a vessel moored between the pier and the town quay, to a flag-boat off Cracknore Hard, round H.M.S. Irresistible, returning to the station vessel—three times round.

The preparatory gun was fired shortly before half-past twelve, and that for the start at 12h. 32m. The Folly was under way a second or two before her opponent, but both yachts went off to leeward together, Folly being to windward, closely hugging the Queen, and taking the wind from her sails. The Queen soon set her topsail, an example which was not followed by the Folly till several minutes afterwards, but the latter maintained her position till about two-thirds of the distance up to the flag-boat, when places were reversed, the Queen going to windward rapidly ahead of her competitor, and rounding the mark exactly one minute before her. Both yachts came down in fine style before the wind, under balloon jibs. The Queen passed the station vessel at 12h. 49m., and the Folly, which had thus lost no time since she rounded the flag-boat, at 12h. 50m., and the Queen continued to gain till they finished the match ;—

	FIRST ROUND. h. m. s.	SECOND ROUND. h. m. s.	THIRD ROUND. h. m. s.
Queen	1 41 31	2 53 40	3 54 50
Folly	1 45 45	2 59 0	4 3 50

The Queen therefore won, after allowing the time, by $4\frac{1}{2}$ min. Without, however, meaning to depreciate the Queen, we fancy that her success on this occasion was quite as much due to the skill shown by Hatcher in sailing her as to that which he had previously shown in building her.

The next race was a prize of £10, divided between sailing boats. Four entered, viz :—Phryne, Lizzie, Crosshouse, and Squall, which, after an excellent match, the Lizzie received £5, Squall, £3, and C house, £2.

Several rowing matches followed.

Wednesday, August 2nd.—The first match was for the Southampton Challenge Cup, value 100 guineas, and a purse of 20 guineas for second vessel. The conditions of the Challenge Vase were that it n

be won twice by the same vessel, and it will be remembered it was won by Volante last year, the first time of its being offered for competition. It was rather unkind, Volante getting both tricks, but the committee will no doubt find the ready to replace the vase, which Mr. Maudslay has carried away. The course was from the Royal Pier, leaving the Calshot Lightship on the starboard hand, thence round the Brambles, leaving all the Bramble buoys on the starboard hand, Spit buoy to be left on the port hand in returning to the Royal Pier, twice round—Thames measurement—time, half a minute per ton up to 80 tons, and above 80 tons a quarter of a minute per ton ; vessels to start from their own anchors. The following started :—

No.	Names of Yachts	Rig	Tons	Owners.	Builders.
458	Flying Fish	schooner	40	G. Jessop, Esq.	Blanshard
184	Christabel	cutter	52	A. C. Kennard, Esq.	Aldous
69	Astarte	cutter	74	W. Battersby, Esq.	Day & Son
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey

The morning was very unpropitious, and to all appearance a dirty day was in store. The wind was strong and squally, about W.S.W., which was a reaching wind nearly all the course. The preparatory gun was fired at 11h. 22m., Astarte having the weathermost station, Volante next, then Christabel, and Flying Fish to leeward of the lot. The starting gun was fired at 11h. 27m., Volante getting well off, Christabel next, then Flying Fish, but for a minute or two no move was made on board Astarte ; at last, she awoke to the fact that it was time to be moving, and, after a great delay, the balloon jib was run up, and her head canted to the southward, but ten minutes elapsed before the main-sail was set anything like ship-shape, and the others were now spanking along in fine style, Volante with the lead, Christabel close on her weather, Flying Fish to leeward, well up. Astarte had been but a short time fairly under way when the clew of her balloon-jib was blown clean out, and she was again delayed in getting this rectified. The leading vessels were cracking on with every stitch they could carry, and had as much wind as they knew what to do with, for, in one of the squalls, when off Dean's buoy, Christabel lost her boat overboard, and was of course obliged to bear up to recover it. Until this mishap, there was a fine race between her and Volante, but this gave Volante a long start, and brought Astarte up to Christabel. Off Hamble Volante shifted jibs and made all snug aloft, Flying Fish sticking close to her, although to leeward. Calshot Lightship was passed by

	h. m. s.		h. m. s.
Volante.....	12 12 0	Christabel.....	12 17 0
Flying Fish.....	12 13 30	Astarte.....	12 17 7

The tide was making strong to the eastward, and plenty of sea, as the vessels reached across to weather West Bramble, Volante holding on until well under the island—a judicious move, as she missed some hard puffs, and for a time had comparatively smooth water. When off South East Bramble Christabel went about, and soon after came to grief, her bowsprit going close in board ; but they pluckily went to work, and soon rigged out the stump and set a storm jib, though this accident of course put her out of the race, and the only vessel that looked anything like formidable was Flying Fish. Astarte tacked to weather West Bramble, but Volante laid right up, and the West Bramble buoy was passed by Volante, 1h. 43m. 30s. ; Flying Fish, 1h. 51m. ; Astarte, 1h. 51m. 30s. ; Christabel, 1h. 57m. They now made for Southampton Water, and on passing Spit buoy Astarte had run into second place. These positions remained unchanged on the journey up, and the first round was timed as follows :—

	h. m. s.		h. m. s.		h. m. s.
Volante.....	1 41 40		Flying Fish	1 55 50	Christabel.....
Astarte.....	1 48 15				1 59 50

The wind was now more moderate, and second topsails were set for the run down, Astarte very slow with hers. When off the West India buoy, Christabel, seeing her chance hopeless, gave up and came to her moorings. It was now a certainty for Volante. She passed the West Bramble 10 minutes ahead of Astarte, and the match terminated as follows :—

	h. m. s.		h. m. s.		h. m. s.
Volante.....	4 4 0		Astarte.....	4 12 35	Flying Fish.....

Volante thus becomes the winner of the Challenge Plate, having won it twice in succession, and Astarte was winner of the second prize of 20 guineas.

The next was a sweepstakes of £5 each, with £10 added. This was contested by only two, viz. :—

No.	Names of Yachts	Rig.	Tons	Owners	Builders
296	Don Juan.....	cutter	10	W. Cooper, Esq.	Hatcher
529	Gipsy.....	cutter	10	T. Fuller, Esq.	Stow & Son

The course was the same as the first race of Tuesday. The vessels started with one reef down, Don Juan to leeward, but took the lead which she maintained throughout, and on completion of second round Gipsy gave up, and Don Juan finished at leisure.

The regatta was brought to a close by several good rowing matches.

PORPSMOUTH AND SOUTHSEA REGATTA.

This regatta was held in connection with the Albert Yacht Club, which having only been established this year did not we suppose possess sufficient power to stand alone. It was originally intended for the 15th and 16th of August, but was postponed to commence on the 17th; on which day there was a numerous attendance of persons on the Southsea Pier.

The first match was for the Albert Cup, value 50 guineas for first vessel, and a prize of 20 guineas for second vessel. Time race for yachts belonging to any royal yacht club—Thames measurement, half Ackers' scale; to start from their own anchors. The following entered:—

No.	Name of Yachts	Rig	Tons	Owners	Builders
834	Niobe	cutter	40	W. Gordon, Esq.	Hatcher
69	Astarte	cutter	75	W. Battersby, Esq.	Day and Son
184	Christabel	cutter	48	A. C. Kennard, Esq.	Aldous
1432	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
1406	Vindex	cutter	45	A. Duncan, Esq.	Millwall L Co

The course was from the station vessel, moored between Southsea Pier and Blackhouse to the Warner light vessel, thence round S.E. buoy off Middle, back to the Spit buoy, and round a flag-boat moored in the Swashway; three times round, the vessel passing between station vessel and pier to win. The wind was very strong, about W.N.W., a reaching wind the whole course. Precisely at twelve o'clock the preparatory gun was fired, Astarte having weather station, then Volante, Niobe, Vindex, and Christabel to leeward. The start was delayed on account of Christabel dropping on board Vindex, but at ten minutes past twelve the second gun was fired, Volante very smart and drawing out with a clear lead. Then came Niobe, Vindex, and Astarte: Christabel, having no spring to warp, canted and filled on the wrong tack, thus losing about three minutes. They reached out and rounded the Warner in the order named, and hauled their wind for Middle Buoy. Luckily for them they were near enough to the island to get some shelter, and they could just lie their course. The first round was timed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Niobe	1 55 30	Vindex	1 57 29	Christabel.....	2 0 20
Volante	1 55 35	Astarte	1 59 30		

Volante, after rounding, again took the lead, but soon after came to grief, her bowsprit going short off. Of course this was a death blow to her hopes, and she immediately bore up for the harbour.

As the vessels reached up past Ryde the wind freshened, Vindex rather improving her position, and the second round was completed as follows :—

	h. m. s.		h. m. s.		h. m. s.
Niobe	3 41 45		Christabel	3 54 28	Astarte
Vindex	3 44 20				3 57 10

Astarte evidently had something amiss, her mainsail being all abroad, and after completing this round she gave in, and made for the harbour. The Vindex was still drawing on Niobe, and when opening the land, on return, was only 45secs. astern, which was decreased on gybing round the Spit, when they made for the goal, the match finishing as follows :—

	h. m. s.		h. m. s.		h. m. s.
Niobe	5 32 58		Vindex	5 33 8	Christabel

Niobe consequently won the Cup, and Vindex the Purse of 20 gu. making a splendid finish for the first Royal Albert Yacht Club Cup ; as after sailing over a 45 miles course there was only 10sec. difference between the leading vessels.

This was followed by a match between local boats, a rowing match, duck-hunts, &c.

Second Day.—The match was for a cup value 25 guineas, and a purse of 10 guineas to the second, for cutters under 20 tons ; but as there were but two starters the second prize was withdrawn. The following were the starters :—

Numbered as in Hunt's Universal Yacht List for 1865.

No	Name of Yachts	Rig	Tons	Owners	Bulder
1382	Vampire.....	cutter	19	T. Cuthbert, Esq.	Hatcher
309	Dudu	cutter	15	Captain Baldock.	Hatcher

The course to be sailed over was from the station vessel round the S. E. Sturbridge, returning to mark-boat moored in Church Marks, thence to starting vessel, three times round. The wind was about W.N.W. to half a gale. About noon the first gun gave warning, and before the second was fired Dudu had taken the initiative and slipped, she, however, went up the harbour and rather lost by it, and the vessel made for the Warner, when Dudu was only 35sec. astern. After rounding they hauled their wind, but kept on as far as they dared in order to get smooth water, Vampire with three reefs down, Dudu with two ; they met plenty of sea, and were washed from stem to stern, of a size and power told, and Vampire gained immensely. The race finished as follows :—

	h. m. s.		h. m. s.	
Vampire.....	4 13 0		Dudu	4 37 0

Vampire consequently won, after allowing time, by 32min.

Sailing by pleasure-boats, rowing-matches, &c., closed the two days' sports.

Editor's Locker,

(From "Bell's Life.")

ALBERTINE AND WITCHCRAFT.

Mr. Editor.—I am much disappointed at finding that you support the decision given by the Sailing Committee of the Victoria Yacht Club in favour of Mr. Broadwood's protest against the Albertine on the 12th inst at Ryde. Every racing authority has assured me that without a special rule to the contrary he would have acted as I did, as the captain of the Witchcraft ought to have known that no vessel allows another to pass to windward if she can prevent it. Although I myself think it would be better that rules of yacht racing should be the same in all clubs, I do not complain of any club making what rules they please, but I maintain that any new rule ought to be printed in the sailing regulations. No one likes entering his vessel unless he knows what the rules of the race really are; and therefore I do not think that the Victoria Club can feel surprised that there were fewer starters for their races last week than has hitherto been the case.

August 23rd.

Yours, &c., LONDESBOROUGH.

Mr. Editor.—I have seen in your paper of the 19th, an account of the R.V.Y.C. Ryde schooner match on August 12, 1865, and as sailing-master of Albertine I beg to contradict some part of the statement that is there. The Witchcraft was never on Albertine's weather or abreast of her jib-boom; was at one time just over Albertine's quarter. Witchcraft was never inside, nor would I even allow my own brother to come inside me and to windward. The Witchcraft had the choice of two evils: one was to run on shore, or to bear away and go to leeward. There was plenty of room and water there. When both vessels tacked to starboard Albertine was from one to one-and-a-half cables length ahead of Witchcraft, and hugging the weather shore on board, and was at no time smelling the ground. Now, sir, can you point out or give any law or rule in any kind of sailing either at sea or harbour sailing where two vessels are on the same tack, sailing along land, sands, or mud banks, that the headmost vessel must bear away to allow the sternmost vessel to pass to windward because she is not so fast as the other? I have been some thirty-five years master of different yachts, but I never knew of such a law or rule nor did any nautical man I have ever heard on the subject; if there is a law to this effect all shipmasters ought to know it. Had the owner of the Witchcraft done this, or laid his protest to secure fair sailing, this must be a new law or rule since the last Plymouth regatta, when Mr. Broadwood's Galatea caught Albertine in the same position, and I had the

choice of two things ; one was to run on to the breakwater, or bear away to leeward, I chose the latter. Surely the law must be altered, or Mr. Broadwood must have been wrong in one case or the other. This ought to be settled one way or the other before next yachting season.

August 22nd. Yours, &c., THOMAS STOKES, R.Y.S. *Albertine*

MR. EDITOR.—Owing to being in the country and a mistake of the news-agent, I did not see your paper of the 19th inst. or know that any objection had been made to the Albertine's winning at Ryde until I read Lord Londesborough's very fair and temperate letter in *Bell's Life* of 26th, when I at once sent for a copy of the previous paper in order to understand the question, and having taken a good deal of trouble to endeavour to get a general and uniform code of laws for yacht sailing adopted, by which most disputes could be avoided, cannot resist the opportunity which the decision of the Royal Victoria Club gives of again pointing out the inconvenience caused by the want of such a code, and by a committee deciding point blank against every previous precedent, and a principle which I am sure every person acquainted with match sailing thought was fully established, if any could be, viz, that no vessel was bound to let her opponent pass her to windward if she could avoid it. Lord Londesborough says that he does "not complain of a Club making what rules they please." Now, in the interest of yacht sailing, I, and I am certain all persons fond of the sport, do also altogether object to a club upsetting an established and well-known rule. What would be said in racing if any one meeting adopted some idea contrary to all previous decisions, and acted on it? Would it not upset all confidence, and make the greatest confusion? And I can hardly believe that you Mr. Editor, considered the effect it would have when you gave the weight of your authority to such a decision.

I have sailed as many matches as most amateurs, and have always seen the rule expressed in the following terms in the sailing regulations of the Royal Irish and several other clubs acted on, viz, "That should one yacht overtake and be desirous of passing another, the leading vessel may luff up if she pleases, so as to prevent her passing to windward, but must not go out of her course to drive her adversary to leeward, the lee side to be that on which the leading yacht carries her boom."

This rule, I contend, to be the common sense one, and when once established, enables the sternmost vessel to know what she is about, as, understanding on which side she can pass unstopped, she may bear away clear of the leading vessel's lee, and so go past if she can, and in the only case in which I ever heard of it being cavilled at—viz, this year in the Mersey—the objection was laughed at by all persons, pilots included, who heard it mentioned. I do hope, therefore, that you Mr. Editor, will reconsider your opinion, and not help to introduce another element of difficulty into what I must term the very unsatisfactory state of yacht racing law.

Yours, &c. RED WITH WHITE MALTESE CROSS

HUNT'S YACHTING MAGAZINE.

NOVEMBER, 1865.

YACHTING ON THE NORTHERN WATERS OF SCOTLAND.

YACHTING in the minds of undiscerning people is associated with something fast,—but what moral harm there can possibly be in that healthful, and manly pastime, it would be difficult to discover, not that there are not persons to be met with capable of abusing the privilege. Yachting, in itself, if rightly used, may be the means of ministering in no small degree to health of body, and vigour of mind. Fresh air, exercise, and freedom from restraint, are the very best medicines,—a fact admitted by all physicians since the days of Hippocrates and Galen to the present time, and all these conditions are compatible with yachting. How delightful to the overwrought mind, to be relieved from, and leave behind him, ordinary cares and anxieties of life.

What an inexhaustible fund of knowledge the sea presents to the well regulated mind of a yachtsman!—in its tides and its currents; its storms and its calms, how much that is interesting and marvellous! The romantic scenery presented to his view, when cruising in the Northern Waters of Scotland; the lofty hills, the expansive Lochs almost resembling inland seas; the rocky and rugged shores, where nature assumes her wildest and sublimest form,

cannot fail to elevate even an ordinary mind to a due appreciation of the works of the Almighty Creator. If we look over the broken and boundless sea,—does not the illimitable prospect present to the mind of the beholder a sublime image of infinitude! I find I am writing an essay on the moral effects of yachting rather than an account of our cruise, *le voici!* We left our moorings in the Clyde on Thursday evening, the 8th of June, weather fine and promising, wind fresh from north-west. Made Campbeltown at six o'clock the following morning. Left at twelve at night, tide serving at that hour, to go round the Mull. Being becalmed our progress was slow. At seven o'clock in the morning, when just clear of Sanda Island—flood tide set in, carrying the yacht back considerably beyond it. A smart breeze having sprung up from the north-west, she was laid over to Red Bay, on the Irish coast, with a view to get into a position that we might take advantage of ebb tide; and, in meantime to get into smoother water, and whilst doing so, we forged ahead at great speed. When off Torr-head, a sudden gale from the N.N.W., came down upon the yacht without the slightest warning, and, before sails could be lowered, she was leaning over until the rail of the gunwale was under water. Promptly as possible we bore away; but not before several heavy seas had flooded the deck. Near to us were several large outward bound vessels, also one of her Majesty's gun-boats, all of which were as unprepared for it as ourselves; not one of them could face the gale. Those nearest to the coast of Cartyre could with difficulty put about, having to contend with the tide then running against the sea; under which circumstances several made for Campbeltown. It was however, deemed unsafe to attempt to take the yacht into that port, and it was decided to make for Larne on the Irish coast, about twenty-four miles S.W. of Mull of Cartyre light-house.

When the yacht was first struck with the gale, the gun-boat was about three miles to the east of her, and we observed it was with difficulty she was turned to the southward, which was accomplished, however, just as the yacht came abreast of her. The mainsail was by that time re-set, with two reefs; peak scandalized; tack triced up, and foresail lowered; she was then put before the wind, when the gun-boat was soon left behind. The yacht dropped anchor in Larne Bay about two o'clock in the afternoon, the gun-boat about one hour later.

Larne Bay is considered a safe harbour for vessels of moderate

draught. The entrance however, is narrow, but not difficult when known, and with a leading wind. The yacht was anchored off Yellow Rock, but we found that position uncomfortable, in consequence of the run of the tide keeping the yacht in perpetual motion. We were informed however, that had we gone further up we might have been spared that annoyance, have been equally safe, and on good holding ground. Weather continuing unfavorable, we remained at anchor until Monday the 12th June, when wind having abated, although still N.W. We beat out of Larne clearing it about ten p.m., and made Campbeltown on the following day, where we remained until Thursday the 15th, when we left for Oban. On our arrival there, we found the rest of our party impatiently awaiting us—not that they found their detention particularly disagreeable, being lodged at the Great Western Hotel, recently opened to the public; which for elegance and completeness, may challenge comparison with any in Scotland, and, may be in England—but were becoming anxious at the delay. We at once proceeded with our cruise, and had a delightful run up the Sound of Mull, as far as Ardtonish, in the bay near to which :—

“Beneath the Castle’s sheltering lee.
We staid our course, in quiet sea.”

The Castle was, in the fifteenth century, held by John Earl of Ross, and Lord of the Isles, and was maintained in regal style.. A small portion of it now only exists. In the early morning, we were again under sail,—weather still beautiful. Passed Aros Castle, once a stronghold of the Macdonalds of the Isles, situated upon a bold projecting rock. Wind being favorable, we did not go into Tobermorey. Passed “ bloody bay” so called; Tradition says, in consequence of an unnatural fight having taken place near to it, betwixt a Macdonald of the Isles, and his son. Our passage round Ardnamurchan, was most favorably accomplished. We took our course betwixt the Islands of Rum and Eigg, intending to have entered Loch Scavaig, but a calm having detained us until evening was too far advanced,—wind being ahead, and having considerably freshened, we decided to round the point of Sleat, and made for Armadale, which place was reached about two in the morning. Left same afternoon, not wishing to pass the night in Armadale Bay, which is far from being an agreeable anchorage, with a strong wind driving into it. After a few hours pleasant sailing, we dropped an-

chor at Isle Oronsay, where we remained until the following day. Our next course was Loch Hourn—weather beautifully fine, wind favorable, but so light as to be almost imperceptible.

The view as we proceeded up the Loch was undescribably beautiful. Passed Arnisdale, a fishing village, but on this occasion, there was not a single fishing vessel at anchor, the season not having arrived for herring fishing in Loch Hourn.

Leaving Barrisdale to the right and taking a course eastward, we passed the narrow entrance to the upper Lochs, tide in our favor and anchored near the channel leading to the third division of the Loch, which is the highest navigable for yachts,—the fourth being only accessible by means of small boats. In this upper division on one occasion it is recorded, that an immense shoal of herrings entered it so dense, that boats could with difficulty force a passage through them. At ebb tide immense quantities were left high and dry, and not being possible to carry them away, they were left to rot, and defile the atmosphere. Since our visit to Loch Hourn, a similar rush of herrings has taken place in the same portion of it, although not so extensive. The scenery which surrounds the Loch is of Alpine magnificence, and wildness, the hills everywhere having more than ordinary elevations; some of them are clothed with oak, birch, and other trees, up to their summits. On former occasions when cruising in Loch Hourn, herring fishing was in full activity—several hundred vessels being crowded into it,—a great contrast to the perfect stillness, and solitude which prevailed at our visit this present season.

The amateur Photographer of our party, succeeded in taking two very successful views of Loch Hourn. Weighed anchor on the morning of Tuesday the 22nd of June, weather still beautifully fine,—not a cloud to be seen and scarcely wind sufficient to fill the sails. After several hours drifting we reached Glenelg Bay, when fortunately a light breeze sprang up, which enabled us to pass through Kyle Rhea before tide turned against us—and we passed the night off Balmacara on Loch Alsh, instead of in Glenelg Bay. About four o'clock in the morning, a strong breeze having sprung up, and weather looking threatening—we hastened our departure for Portree, which port was made within five hours; we considered it a very successful run. When nearing Portree we experienced heavy squalls—and wind being directly ahead, our entrance to the harbour was a difficult affair, and doubtful of accomplishment. Squalls

almost invariably occur when going into Portree, and the utmost skill, and experience of the helmsman is often required to successfully navigate it. The high rocks at each side of the entrance bring down squalls of fearful force and suddenness—without any notice whatever, and demand the utmost attention. The two following days were stormy and wild, and the anchor was not lifted.

Portree offers no relief to the tedium of detention by foul weather. There is, however, occasionally some little interest to be found on the landing pier, from the ordinary traffic of the place, consisting principally of fish; large quantities being at times landed, and exported by steamers which call there. An agent who buys for the English market, told us he had during two consecutive days on one occasion, shipped no less than forty boxes of salmon, each containing about twelve stone.

Whelks or Periwinkles, are shipped in immense quantities for the London market. Little does the Cockney street gourmand think, when enjoying them, what a wonderfully contrived creature he is swallowing! A recent writer on the subject says, "the whelk is carnivorous, and one of the most interesting peculiarities in its structure, is a powerful piece of mechanism, by which it is enabled to bore into the shells of those molluscs on which it preys. The apparatus is a kind of proboscis, acted upon by a beautiful and complicated system of muscles, by which the animal can extend it, move it in any direction, or retract it within its shell. The proboscis consists of several parts; there is the external tube to which the muscles for moving it are attached; in the tube there is a cylindrical implement, which works in the tube as in a sheath. This implement opens at its extremity, and forms the mouth of the animal. This mouth is surrounded by two strong muscular lips, within which is the tongue armed with spines, the action of which conjoined with that of the lips, can perforate the hardest shells. By means of this apparatus the whelk forms in the shells of other molluscs, an orifice into which the tongue with its hooks being protruded the body of the helpless victim is drawn out and devoured."

Whilst in quest of objects for photographic pictures we met with a woman, said to be more than a century old, which is generally believed by the people at Portree; if she really be so old, she is in a wonderful state of preservation. Extraordinary cases of longevity are very frequent in the Highlands of Scotland,—and it is remarkable

that they are more common in those parts—where the greatest humidity prevails. The Islands of Jura and of Mull and Skye, stand pre-eminent in extraordinary instances. Left Portree on Monday the 24th day of June, and arrived at Gairloch in the evening after a delightful sail. We anchored in Loch Shieldag, the advantages of which anchorage have been recorded by the writer in a previous contribution to *Hunt's Yachting Magazine*. In the evening we tried rod fishing, and caught several large Lith and Sethe, one weighing about five pounds. At night a net was cast, and when lifted in the morning we had a great haul—principally of Sethe, weighing not less than five stone. It being impossible to use them on the yacht they were sent ashore, and distributed amongst the poor natives, who received them gratefully. A party from the yacht, including two ladies, went ashore and visited the poorer inhabitants of a clachan, on the south side of the Loch, taking with them packets of tea and tobacco, which were distributed amongst them and fully appreciated. In some few isolated cases, a highland dwelling may be seen possessing a chimney, and possibly a window; but in the clachan visited, none had either windows, or chimnies; a hole in the centre of the roof gave outlet to the smoke, beneath which opening the fire was burning; over it the *peet-an-few* seldom containing any better fare than fish, milk or potatoes, was suspended by a rope, made with vegetable fibre of the purple melic grass, "pund-glas" of the highlander, remarkable for its durability under conditions of dryness or of moisture. Yet in such primitive dwellings as these may frequently be met, inhabitants whose address, and natural politeness is such as might well become a higher station. In several instances when in remote parts of the highlands, our party have been presented by the gude wife, with a cup of milk or cream—the only means she had of practising "Highland Hospitality," and it was offered with an artless ease and grace, strikingly contrasted with their poverty. On some ledge in the wall, or the opening which served for a window, might be seen a well thumbed gælic bible, or other good books—provided the view of them was not obscured by peet-reek. Happily the capability of reading, and reverence for the bible in Scotland is widely diffused.

Some of the women offered stockings for sale, made during the winter months,—the whole process being performed by themselves, from the natural wool, to the finished articles. In some, the

colors were really good and harmoniously arranged. Necessity and long experience, have taught them the use of many natural dyes. Juice obtained from the young buds of heather, extracted by boiling—furnishes a good yellow; the roots of the waterlily with a dark brown; those of the yellow Iris, with a black; Ru, so called by the Highlanders (*galium verum*) furnishes a good red. In different localities they have dyes peculiar to themselves, which may be owing to there being found roots, or other materials, not procurable in others;—or the knowledge of them, may not have been handed down,—or, may have been forgotten. In reply to enquiries as to the name of the place where the clachan was situated, we were informed that the natives call it “Leisgein-nasith,” or, as near as it can be translated “Sluggard’s mount,” and that the name has a traditional origin, which our informant related in galic to the skipper, and was translated by him into English for the edification of the yachting party—it was to the following effect; “a very long time ago, a deadly feud existed betwext the Mackenzies of Gairloch, and the McLeods of the adjoining estate. A great battle took place betwixt the rival clans, on the Gairloch side of the Loch, on whicho occasion the Mackenzies put the McLeods to flight. The chief and about a dozen of his followers, escaped to an island opposite to Gairloch, called “Eilean Freochan” or Heather Island; but their retreat was observed or discovered, by one of the followers of Mackenzie, who was nicknamed “Leisgein” or “Sluggard,” in consequence of his having been in his youth, exceedingly slow and inactive—both mentally and corporeally. As he grew up he became quite the reverse, in fact, the dull boy grew up to be a robust and active man,—and a most expert bowman. He did not inform the Mackenzies of his discovery,, but placed himself in ambush, on an elevated mound, in the vicinity of the clachan, nearest to the Heather Island, from which he could see the refugees, but could not be seen by them, and brought it within range of his arrows. His arm was so strong, and aim so unerring—that not one escaped being pierced through the body, as each in turn presented himself within range of his fatal weapon. When all the refugees were supposed to have been “picked off,” the Mackenzies landed on the island, where they found eleven bodies which were interred in a heap about the centre of the island. Our informant perceiving that we were incredulous proposed to accompany us to the island, and to indicate the spot

where the bodies are said to be buried—which was accepted. The spot he pointed out, was a slightly elevated mound, and appearances were in favor of the legendary story. It having been remarked that the mound appeared to have been disturbed at no very remote distance of time, he stated that not long ago, some parties wishing to ascertain if any of the remains existed, dug a little way down when they found some dark brown earth, very different to any on the island, and feeling satisfied with the evidence it offered, of the probability that it might be mouldered human remains, and believing that after so long a period, nothing more conclusive might be discovered they did not proceed with the search.

When cruising in the Northern Waters of Scotland the previous season, we arrived at Gairloch, immediately after the death of a person who came there about twenty-five years ago,—in a small pleasure yacht, and remained there until he died, whose antecedents had defied all attempts to discover. In a previous contribution to *Hunt's Yachting Magazine*, will be found some particulars of the affair—and a similar statement went the round of the newspapers at that time, since then a second notice has been before the public headed “the Gairloch mystery revealed,” in which it is said, that the mysterious visitor of that place had given information before he died, which had led to the discovery, that he was a native of, and formerly resided at some place near to Edinburgh; that about twenty-five years ago, being then employed in a bank, he had decamped with a considerable sum of money—and was supposed to have emigrated or destroyed himself. From data which he himself had given, he appears to have died at the age of fifty-one years, and, having resided at Gairloch twenty-five years—it may be deduced that he was twenty-six years of age when he arrived, therefore, if it could be shewn that the defaulter's age corresponded with that of the mysterious person referred to—when he arrived at Gairloch, that might be taken as good circumstantial evidence of identity. The writer is, however, able to say from information obtained recently on the spot—from parties who were living at Gairloch when the mysterious visitor arrived, one having resided there fifty-five years—and who were in daily intercourse with him, and were present at his last moments—that he never let his secret escape his lips. Even when in that state which it is said, makes the tongue to forget its cunning—he was never induced to make the slightest allusion to

his antecedents, although frequent attempts have been made to entrap him into a disclosure of them. On one occasion he was a little more than usually communicative, and described his route, and some incidents of his journey from Leith to Stornaway—which place he left in a small pleasure yacht of about ten or twelve tons, which he chartered for six months at that port—at the expiration of which time it was returned to the owner. The statement as previously recorded by the writer is mainly correct. It is said that so tenacious was he of his secret, that he resisted every inducement to disclose it. Our informant states, that he was offered by a nobleman, who met with him when sojourning at Gairloch, for the shootings—and who became greatly interested in him—one thousand pounds if he would give him his history in confidence, but he refused the offer. An influential person in the neighbourhood of Gairloch, in hopes of obtaining it by that means, had him arrested under some law regarding vagabonds, and sent to jail at Inverness. He was informed that he might obtain his release by making a declaration of who he was, and whence he came,—he however, steadily declined to make it. When he could not be longer detained, and was again at liberty, he commenced legal proceedings against his persecutor, and obtained a favorable verdict. Our informant stated that he was considered the soundest lawyer in the county, by the inhabitants; that he was frequently consulted, and his opinion of cases, as well as his advice, rarely failed to prove correct. In fact, that he was regarded as a wonderfully clever man—and well informed on every ordinary subject.

In consequence of the published accounts of the mysterious stranger at Gairloch, many letters of enquiry have reached the writer of the original article, and one of the correspondents it is believed might be a sister,—but no relative had come forward to claim his effects. The statement that it was the mysterious stranger who had been the defaulter needs confirmation,—the supposition may possibly be correct, but "*le vraisemblable n'est pas toujours vrai.*" It may be that the surviving friends wish the secret to slumber in the grave—if it be true that he was a defaulter, and fled from the consequences of his guilt. He has, however, not been identified as the delinquent, and his friends or relatives, are not likely to be the means of proving him such—the mystery is still unrevealed, and may probably ever remain so; as the subject of it is not known to have left a single

article or record, by which he could possibly be identified. Even his handwriting was observed to be changed immediately after his arrival at Gairloch,—at first it was a good bold ordinary writing, leaning from right to left—which he changed to the opposite angle, and adopted a peculiar style. He was never known to write to, or receive a letter by post, from beyond Inverness, where he made purchases of necessaries, nor to forward one by that means to any distant address. The secret has, certainly been wonderfully kept—for twenty-five years.

A few miles from our anchorage at Loch Shieldag is "Bata-Cro," a very picturesque natural harbour frequented by fishing-boats, and receiving-vessels, during the herring season. No more beautiful subject for an artist could be met with in the Highlands of Scotland, than that which we saw when visiting it in the yacht's boat; the groupings of the vessels were everything an artist could desire; the surrounding scenery and waterfall were charmingly combined.

We left Gairloch for Loch Ewe on the 29th June, and had a pleasant sail there—dropping anchor at Poolewe same evening. When rounding Ru Reay, we experienced a heavy ground swell, notwithstanding weather was remarkably fine and wind fair. When making the passage round Ru Reay, in foul weather, it is said to be fully as disagreeable a sea as that at Mull of Cantyre—and the tides quite as formidable. Whilst at Poolewe we visited a salmon-curing establishment belonging to Hogarth and Co., of Aberdeen, who own or lease, nearly all the salmon fisheries in the West of Scotland. A large quantity of fresh salmon had been just brought in, the gross weight of which we were informed, would not be less than half-a-ton; it was immediately cleaned and prepared for undergoing the preserving process—which consists of boiling in a liquor prepared for that purpose, in fact cooking it as if intended for the table. It is then placed in tierces, neatly made from American oak, filled up with best malt vinegar—after which the head is closely made up, and is, in that state exported to all parts of the world. A sample of the salmon was presented to the yachting party—in the state it is packed, and was found to be very good. A tierce contains about thirty-six pounds. Nothing could exceed the cleanliness and order of the establishment. A fast sailing cutter is kept constantly employed conveying cases of prepared salmon from Poolewe to Aberdeen, during the season. A considerable quantity of oil is

procured during the process, which looked more tempting than cod liver oil—and might be quite as palatable, and, probably equally efficacious as a medicine.

The river Ewe is supplied by the overflow of Loch Maree, and after passing over a rugged course about two miles in length, rushes over a rocky fall into a dark pool—said to be about thirteen fathoms deep, from which is derived the name of “Poolewe,” thence into the sea loch of Inverewe. Large quantities of salmon are taken in the river, by angling and other means. A very productive oyster bed exists in the Loch. A handsome mansion has lately been erected on the west side of the Loch by Lady Mackenzie. Our arrival at Poolewe was too early in the season, neither carriages nor boats being procurable, our party could not therefore, realize their intention of going up Loch Maree, which was unfortunate for the ladies of the party—they not having previously visited it; the gentlemen did not feel so much the disappointment having seen it on a former cruise, a notice of which was contributed by one of them to *Hunt's Yachting Magazine*.

From Loch Ewe we took a course to the north end of the Skye, intending to make Dunvegan. Wind falling off in the evening, when off Loch Snizort, we decided to try for Loch Grishornish, an arm of that Loch, which was accomplished satisfactorily, although not unattended with anxiety—it being our first appearance there. We dropped anchor opposite the mansion of the proprietor of the estate, about nine o'clock p.m. We had not been long there when a boat came alongside with a presentation of milk, cream, and a basket of vegetables, with which articles, and also with butter, the yacht was kept bountifully supplied during our stay in the Loch. “Highland Hospitality” is proverbial, and the Laird of Grishornish is a prominent example of it. To all he offers a “Highland Welcome,” in its most comprehensive meaning, although not precisely the same as was formerly the case,—when Highlanders left their doors open during their meals, in order that travellers might freely enter and if hungry partake of their repast, to which they were welcome. So all but universal was that hospitable custom, that he was deemed a churl, and treated with contempt by his neighbours, who would exclude the way-farer. In order to prevent intrusion, it was customary to put two sticks crossed over the door as a signal—and when seen, no traveller however, hungry would enter. A “Highland Welcome” may still,

it is said, be met with in some of the remoter parts of the Highlands; in all parts the stranger is kindly received by the Highlander, and his hospitality is only limited by his means. The Laird of Grishornish having been more than usually fortunate—his hospitality is unbounded. He is not less kind to his poorer neighbours and tenants, to whom he is a true benefactor, employing his wealth in providing for them profitable employment—encouraging habits of industry—and doing all he can to elevate their character. Kindness and consideration such as he shews to his tenant is the best check to emigration. He is a great amateur of music, and his mansion is furnished with every description of musical instruments of superior quality, from a whistle to a grand finger-organ—several of which may be worked mechanically. He also possesses many valuable curiosities collected during a long residence abroad. Our photographer succeeded in taking a view, the residence of the Laird of Grishornish.

Loch Grishornish is less picturesque than other Lochs in Skye; the view looking to the head of it is uninteresting—almost amounting to barrenness; that towards the entrance is, however, equal to most of them, and superior to many. The anchorage is good, and the Loch well sheltered; it is however seldom visited by yachts—only one having entered it during the previous year. There is a rock near the entrance which requires to be carefully avoided—and one near the head, in other respects it is quite clean and safe.

Loch Snizort is entered from the little Minch, between the points of Vaternish and Duinn, and is there about $9\frac{1}{2}$ miles wide—in the centre is a cluster of islands called the Ascribs—after passing which, two divergent lochs open out, that to starboard side is Snizort Beg, or little Snizort—that to the port side is Grishornish. Weather being adverse, and threatening in the morning we remained at anchor until afternoon of Monday the 3rd July, when wind moderated. We had a pleasant run to Dunvegan, where we dropped anchor at nine p.m. The evening being beautifully fine—sun still shining, our photographic *compagnon de voyages* hastened ashore, even at that late hour, with the camera—and took a view of the north-end of the castle—after an exposure of about twenty-five minutes; it was half-past nine when completed,—the result was excellent, and beautifully suggestive of an evening scene.

To be continued.

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.

THE yachting season being now over, and the gallant racers of the deep having for the most part returned to winter quarters, a few remarks on their doings during the last four months, may not be out of place in your *Magazine*, and I therefore send you some hastily scribbled memoranda from notes picked up here and there at various regatta meetings; but in putting them forward, must confess that, I cannot vouch for the perfect accuracy of the figures, as from the way in which many, especially the minor regattas are reported, and the numerous protests, disputes, &c., which occur it would puzzle Cocker himself to exactly calculate the amount of prizes won, they will, however, be found not very far from the mark. The total amount sailed for in 1865, exclusive of contests amongst pilot vessels, barges, fishing craft, or mere boats was £5,718, a good increase on £4,541 in 1863, and £5,360 in 1864, and showing that amidst the general advance of those manly sports which Britons love, the interest taken in the contests of our white sailed clippers has not fallen off. This sum was distributed in 78 matches sailed under the auspices of 15 Royal Yacht Clubs, 17 under those of Yacht Clubs not calling themselves Royal, and 34 at regattas held in 20 of the principal out ports.

ROYAL YACHT CLUB MATCHES.

Club.	No. of Matches.	Amount £	Club.	No. of Matches.	Amount £
Royal Y. Squadron..	3	300*	Royal Northern.....	6	300
Cork	5	345†	Thames	8	765
Dee.....	1	20	Victoria	12	690
Eastern	3	190	Western, E... .	8	215
Harwich.....	3	145	Western, L....	4	185§
Irish..... . . .	10	385‡	Welsh.....	2	75
London	5	255	Yorkshire ...	5	185
Mersey	5	355			
				78	£4340

* Including 1 Queen's Cup. † Including 1 Queen's Cup and 1 Challenge (Carroll) Cup. ‡ Including 1 Queen's Cup and 1 Challenge (Commodore's) Cup. § Including Prince of Wales Cup.

MATCHES OF CLUBS NOT ROYAL.

Club.	No. of Matches.	Amount £	Clubs	No. of Matches.	Amount £
Prince of Wales.....	2	66	Ranelagh.....	4	51
Prince Alfred.... . .	3	53	Temple.....	3	40
Clyde	5	93			
				17	£2303

Regattas.	No. of Matches.	Amount £	Regattas.	No. of Matches.	Amount £
Aberdovey.....	1	50	Hornsea	1	20
Barmouth.....	1	25	Ipswich	1	20
Babbacombe	1	10	Itchen Ferry	2	30
Blairmore.....	1	25	Paington.....	1	10
Bray	4	105	Portsmouth	2	95
Devonport.....	1	6	Scarborough.....	2	60
Dover	1	60	Swansea.....	1	35
Falmouth.....	2	105	Southampton	3	160*
Guernsey	1	15	Torbay	3	92
Hartlepool.....	3	87	Yarmouth.....	2	65
				34	£1075

* Including 1 Challenge cup, value £100, won for second and last time by the Volante.

In addition there were the matches of the Norfolk and Suffolk Yacht Club, of the Windermere Sailing Club, and of the Lough Erne Yacht Club; which though local in their nature and confined to fresh water were by no means destitute of interest; the prizes were also valuable, amounting to more than £200, and if we add (although not belonging strictly to the list of British races) the Cup given by the authorities at Cherbourg value £60, the whole makes a total of about £6,000, a very fair and respectable sum, but by no means what we may hope to see it when the two grand supports of horse racing, *Sweepstakes* and *Hurdles* come as much into fashion on the blue sea as they have already done on the green sward.

Private matches were a complete dead letter this year, and I do not recollect a single contest of this kind worth recording, a curious incident, and one not tending to say much for the spirit of the owners of racing yachts. A great many races also came off at various places amongst pilot and fishing vessels, the best being the contest originated last year between barges belonging to the Thames, for which some thirty craft great and small started, the three first in each class, afterwards sailing off the tie; and the next best the races for pilot and fishing boats, got up by G. Stephenson, Esq., at Cowes, the prizes being given by him, in which the novelty consisted in a reward in each class being allotted to the vessel which came in last; a sort of wooden spoon (as the Archers call it) claimed in the pilot race by a light heeled craft which arrived twenty-four hours after the veteran Jack Nicholls had landed the first honours.

The most curious conditions I have read of were those at Kenmare, where the entrance fee for fishing vessels was a lobster to go to the Stewards' dinner; and the worst decision that of the Royal Victoria

Committee in the dispute between Albertine and Witchcraft. Her Gracious Majesty was liberal in the matter of Cups, having, besides her annual gift to the R.Y.S. given one value 100 guineas to Cork and Dublin, both of which went to Bonnie Clyde by the aid of Fiona, while that of the Solent was carried off to Ould Ireland on board the swift footed Egeria. All three were remarkably handsome well chosen specimens of the silversmiths' craft, and very different articles both in design and workmanship from the wretched pots which used to be given as racing trophies. Each was a vase standing on an ebony base, those of the Squadron and Dublin Bay being entirely made of silver, and about 24 inches high, while the one sailed for at Cork was a mixture of dead gold and silver work, and stood considerably higher, being fully 30 inches to top of the lid. The cup won by Egeria was designed by Messrs. Garrard of the Haymarket, and had an Imperial Crown on the top, the sides being worked in *bas relief* representing Venus drawn by Dolphins, while (of the Irish ones) both furnished by Mr. West of Dublin, the Cork had a nymph with a trident, on the cover, with which she seemed likely to do a mischief to sundry little naked figures swimming at her feet; and the sides and angles of the other were worked to represent the prows of the old Roman galleys, the sides being enriched with a contest among several such vessels.

The Prince of Wales also presented two cups, one to Falmouth, and another to the Royal Western of Ireland, which latter fell to the lot of the veteran Mosquito, and as His Royal Highness has himself become a member of a Yacht Club, and a yacht owner, the noble sport seems not likely to want royal patronage and support in future years.

The racing of the season was opened at each side of the Channel by Clubs, which though not dignified with the prefix of Royal to their names, set a good example to their larger brethren by devoting all their funds exclusively to the encouragement of yachting, and by making it a *sine quâ non* in their matches that the boats should be steered, and in a great measure manned by the members themselves, thereby ensuring a practical knowledge among yacht owners of how to handle their own vessels, which is much wanted at the present day.

The Prince of Wales Yacht Club fixed their opening match for the 20th of May, on the Thames, closely followed by the Prince Alfred on the 22nd in Dublin Bay, and both were rewarded for their activity by splendid days, and well contested races, which is more than can be said for many more pretentious regattas this year. The Queen, Hatcher's newest production gallantly carried off her maiden cup on Old Father

Thames, while the Kilmeny gave promise of the great success which attended her throughout the season, by beating four well-known fast ones in the Royal Irish match. The Royal Thames came out very strong in the money giving line, as did the Royal Victoria, a meritorious proceeding easily and cheaply effected by Clubs who have the good luck to secure flag officers and members so liberal and ready with their purses as these two seem to be blessed with. Their matches were not however particularly interesting owing to weather and other causes, except the races of the former to Harwich and Ryde, which drew large entries and afforded good sport. These kind of spins from port to port appear every year to become more popular, although the proposed one from Ryde to Gibraltar for schooners turned out mere gag, as every one who saw the conditions must have known from the first it would do, as seven were to start or no race, and it was certain seven owners would not be found to put down 100 sovereigns each for the pleasure of knocking their vessels to pieces in a match across the Bay of Biscay in September. The principal competitors may be divided into two pretty distinct lots, one consisting of those vessels which sailed at the Regattas held near London, the Solent, and on the East and South coasts of England; the other those which confined their contests to the Irish and St. George's Channels, and this distinction must become more and more marked each year, so long as the present system of the Yacht Clubs not pulling together to establish *General Laws of Sailing* continues.

In the Irish and Scotch waters and at Liverpool the rule prohibiting competing vessels Shifting Ballast or having Shot Bags on board was fairly and rigorously carried out, while on the Solent, although the rule "No Shifting with ballast or dead weights" certainly appeared amongst the Sailing Directions, nothing whatever was done to enforce it; and it was left to be as heretofore, a heavy drag on the honest and fair sailing owner, while others of a different mould treated it as a complete dead letter; and it is no use for vessels which have been cleared out of Shot Bags on one side of the Channel to come to race at the other amongst those which are full of these handy and convenient means of setting rules at defiance.

The best performers in the English waters were the new cutters Hirondelle, 68 tons, built by Wanhill; Niobe, 41, and Queen 15, by Dan Hatcher; Christabel, 52, built by Aldous in 1858, but lately lengthened, and Satanella, 15, while to meet these were the old Arrow, Volante, Marina, Vampire, and Octoroon. On the St. George's Channel the new Fiona, 77 tons, constructed by Wull Fyffe of Fairlie, was

quite the top of the tree, pressed only by the veteran Mosquito, 59, which had been this season altered and improved under the eye of her owner, and sailing master, and by Banshee, 52, a vessel built of steel plates at Liverpool last year, and considerably altered and improved this season, having amongst other novelties a mainmast composed of steel plates, and shrouds consisting of light bars of the same tough and light material.

In the second class Kilmeny, 31 tons, was the "pick of the basket", having been only successfully tackled by the Glance, an old and well-known production of Dan Hatcher, which ;with Vindex and Astarte were the only wanderers who took their chances in both lots; the former with good, the two latter with most indifferent success; while the Torch 15, another vessel from Fyffe's stocks, had it all her own way among the smaller fry.

The new schooners of the year were Witchcraft, Egeria, Pantomime, and Gertrude, the first being built by White of Cowes, and the third by Ratsey at the same place, while the two others emanated from Poole, and were both designed and built under the skilful and experienced eye Mr. Wanhill ; these met Gloriana, 138 tons, built by Ratsey and well-known in former days as a fast good boat, but lately greatly improved by being lengthened; and Albertine, 152 tons, the best schooner Inman ever turned out, which after a successful career last year was during the winter altered and improved at Lymington; a running bowsprit fitted to her, and everything done which could be thought of to increase her speed, and with a good deal of success; though in the new vessels she met more than her match. The old ships were Alarm, 248, and Aline, 215 tons, Circe, 122 tons, going well in new hands, Viking, called only 131 tons, Thames measurement, but listed as 142, and Intrigue, a vessel which has gone under so many names, and so many sizes that it is hard to tell who or what she is. Before I proceed to comment on the doings of these, I may mention the yawls, of which rig, a good many now appear among racing vessels, as for instance, Speranza, Xanthe, Lesbia, and Amber Witch, holding their own even against cutters, and well able to thrash the fore-and-aft schooners, now so much the fashion, at even weights. In looking over the list of winners some names formerly "familiar in our mouths as household words," are alas wanting or lack much of their former glory,—Phryne, Audax, Osprey, Phosphorus, Wildfire, Aura, Surge, Madcap, Flying Cloud, and above all those pets of the light weights, Phantom, Thought, Kitten, and Vesper; where are they now, not we trust consigned to the limbo of departed clippers, or doomed to ignoble pursuits, but merely laid up in some fragrant

dock, to come out next season in their old form and again take the white with red border, red and white chequer, and dark and light blue burgees to the front as of yore.

Of the winners Niobe heads the list which stands thus :—

Yachts' Names.	Tons	First Prizes.	Second Prizes.	Value £
CUTTERS.				
Niobe	41	6	2	435
Fiona	77	5	1	430*
Glance.....	35	8		417
Mosquito.....	59	5	1	410†
Volante.....	60	3	2	205‡
Christabel	52	2	3	140
SMALL CLASS CUTTERS.				
Kilmeny	30	4	1	165
Torch.....	15	7	1	155
Vampire.....	20	4	1	140
Queen	15	4		116
SCHOONERS.				
Aline	215	2		200
Gertrude.....	68	3		190
Alarm.....	248	2		150
Egeria.....	156	1		100§

*Two Queen's cups. † Prince of Wales's Cup. ‡ Challenge Cup. § Queen's Cup.

Of the doings of these I shall have something to say hereafter, but at present time and space bid me close my yarn, signing myself as of old,—Yours,

RED WITH WHITE MALTESE CROSS.

TEMPLE YACHT CLUB.

The third match this season was brought off on Monday, August 28th, from Charlton to Greenhithe, and back for two silver cups value £10 for yachts that had not won a prize in the club.—The following entered :—Little Tartar, Mr. J. Havard; Ripple, Mr. H. Porter; Ellen, Mr. R. Rose; Zephyr, Mr. T. S. Thomas.

The wind at starting was light from south-west, with occasional showers. The signal to get away was given at 10h. 20m., the Ripple getting the lead, followed by Ellen and Zephyr, with the Tartar some distance astern ; the Ellen overhauled the Ripple at North Woolwich, and held her to Halfway Reach, when the Ripple contrived to shake her off. On the return up however, the Ellen overhauled the Ripple again and led to the finish, when she was 30 minutes ahead. They each received a cup.

WOODBRIDGE REGATTA.

MANY years have elapsed since we logged the doings of an aquatic fête at this place. A yacht club has been long established which is called "The Deben," it musters on its list several small yachts, under the presidency of R. A. Reeve, Esq. Friday, July 28th, was appointed, and the weather was pleasant with a slight breeze. The committee consisting of Messrs. Reeve, Hayward, Grimwood, Cobbold, Gall, Manby, and Garrard. Mr. J. Dallinger, acting secretary. These gentlemen and their friends mustered on board the Violet schooner, which her worthy owner (A. Arcedeckne, Esq.) had placed at their disposal.

The first match was for prizes of £8 for first vessel and £2 for second, for any rig not exceeding 6 tons. The entries were the Lisette, $3\frac{1}{2}$ tons, R. W. Allen, Esq.; Lancet, 3 tons, Capt. Earle, R.N.; and Stella, 5 tons, G. Farrow Esq. The course was from the committee boat round a buoy in Waldringfield Reach and back, about 10 miles. The preparatory gun was fired at 1h. 47m., and at 1h. 52m., they were off, the Lisette first, the Lancet second, and the Stella last, the latter having set a balloon topsail. The Lisette retained her lead through Troublesome Reach, but the Stella took the second place. The Stella soon overhauled the Lisette, and ran completely away from her; she was also passed by the Lancet. The match was completed thus (the Lisette was not timed) :—

	h. m. a.		h. m. a.
Stella	3 40 30	Lancet	3 43 35

The second match was a prize of £12 for first yacht, and £3 for second, for yachts of any rig, not exceeding 15 tons Royal Thames measurement. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig	Tons	Owners.	Builders.
309	Dudu	cutter	15	Baldock & Rudge Esqrs.	Hatcher
625	Kitten	cutter	13	W. H. Clabburn, Esq.	Harvey
	Scandal	cutter	14	E. Fitzgerald, Esq.	
1053	Satanella	cutter	14	P. Bennett, Esq.	Aldous
198	Clytie.....	cutter	12	S. Harwood, Esq.	Marshall
853	Octoroon	cutter	12	F. H. LeMann, Esq.	Hatcher

The Scandal and Dudu did not start, the rest got away at 1h. 47m., the Satanella with the lead followed by Octoroon second, Clytie third. The Kitten was very slow in her movements. Off Waldringfield the Satanella got aground, the Octoroon and Kitten being about one hundred

yards astern. A good race followed between the Kitten and the Octo-ron, and eventually the Kitten got the lead, rounding the Horse Sand Buoy first ; she increased her lead in beating up. The yachts arrived at the committee boat in the following order :—

	h. m. a.	h. m. a.	h. m. a.
Kitten	3 50 20	Octo-ron	4 8 54

The third match was between pleasure boats not exceeding 3 tons, for a prize of £4 divided into £2 10s., £1, and 10s. The following entered :—Sprightly Kitty, 3 tons, W. B. Goodwin, Esq. ; Topsy, 2 tons, W. Garrard, Esq. ; Little Wonder, 2 tons, W. Daniels, Esq. ; Siglo, 3 tons, Pytches and Rouse, Esqrs. ; Helen, 3 tons, T. T. Silver, Esq. ; Osprey, 2 tons, J. J. Brown, Esq. ; Waterlily, 2 tons, J. Bannister, Esq. ; Jessie, 3 tons, J. Adams, Esq. ; Waveney, 2 tons, E. West, Esq. The start took place at 1h. 32m. Considering the number of vessels that started more sport than really did take place was expected. The Jessie appeared to be most favored, and after leading the chief part of the course she came in first, with Helen second and Topsy third.

Rowing matches followed for prizes amounting to about £36.—Thus concluded a very good meeting which we hope will be repeated next year, with an increase of wind.

IPSWICH REGATTA.

ON Monday, July 31st, the river Orwell was enlivened by the attendance of yachts from distant localities to participate in the matches which were logged on the programme of the day's proceedings. A large number of persons also lined every available part from which a glimpse could be caught of the aquatic revels, although the rain was descending during the greater part of the afternoon.

The first match was for a prize value 20 guineas, for yachts not exceeding 15 tons. The following came to the start :—

Numbered as in Hunt's Yacht List for 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders
625	Kitten.....	cutter	13	W. H. Clabburn, Esq.	Harvey
309	Dudu	cutter	15	Baldock & Rudge Esqrs.	Hatcher
853	Octo-ron	cutter	12	E. H. Le Maan, Esq.	Hatcher
1053	Satanella	cutter	14	Capt. P. Bennett	Aldous
285	Dione	cutter	12	T. Field, Esq.	Harvey

The course, as originally defined, from Pin Mill, down the Orwell, out to sea to the Cork Light, and back to the Cliff Bight at Ipswich.

The yachts started from Pin Mill at 11h. 10m. 15s. It being then nearly dead low water. There was a very light breeze from the N.N.W. The Satanella was smartest with her headsails, but there seemed to be some hitch in her mainsail. The Kitten set her mainsail first, Dione being next, and Octoroon third. When Dudu had got her mainsail up she set her balloon topsail, but Kitten's was the first spread out. Kitten caught a puff, and went off with the lead, creeping along the Pin Mill shore, followed by Octoroon and Dione; Dudu and Satanella kept in the middle of the channel. Kitten continued to hold the lead for some time. When Dione had got about half way down Long Reach she hugged the shore too closely and took the ground, not floating again before the others had passed her. At Collenier Point the position of the yachts was as follows:—Kitten (to windward) first, Dudu second, Octoroon third, Satanella fourth, and Dione which had floated off the mud, fifth. The four leading yachts kept very close together, but at Shotley Spit Satanella had obtained the lead. The wind being light it was determined to shorten the course, and the Great Eastern Company's steamer Atalanta brought up between the Middle and South Shelf Buoys for the yachts to round. Kitten regained the lead, and the Atalanta was rounded as follows:—

	h. m. s.		h. m. s.		h. m. s.		
Kitten	1 51 25		Octoroon	1 57 31		Dione	2 10 9
Dudu	1 56 36		Satanella	1 59 42			

The first four yachts rounded the steamer in almost a complete calm, but Dione was scarcely timed when something of a breeze sprang up, and the yachts made better way. Kitten carried her balloon-jib, sailing closer hauled, the others shifting their balloon for working jibs. After passing Shotley point Kitten also shifted jibs. Satanella passed the Dudu (which had fallen into the third place), and gained considerably on Octoroon and Kitten. A good race ensued as the four leading yachts beat up Lower Reach. At Collenier Point Octoroon saved a board and took the lead, Satanella going second. As the yachts got nearer Ipswich the wind again became lighter. The match closed thus:—

	h. m. s.		h. m. s.		h. m. s.		
Octoroon	3 54 0		Kitten	3 56 0		Dudu	3 59 40
Satanella	3 55 0						

The prize was thus taken by Octoroon, which won at Ipswich in July, 1863, when she was owned by Mr. Cecil Long.

Prizes of £3, £2, and £1, were offered for spritsail skiffs, the course

being from the committee boat round Hall Point Buoy and back, (about ten miles). This match was won by Unknown, W. Girling ; Caroline, Naunton, being second ; and Sarah, Butcher, third. They started at 1h. 50m., and Unknown came in 4h. 1m. 40s.; Caroline following at 4h. 6m., and Sarah at 4h. 7m. 10s. The other competitors were Wooloomooloo, Hadgraft ; Don, C. Adams ; James Lancelot, C. Girling ; and Octofoon, Johnson.

The afternoon was occupied with rowing matches.

GREAT GRIMSBY REGATTA.

THE beautiful weather on July 31st, with an anticipation of witnessing some good sport, brought a large number of persons to the scene of action. A steamer was chartered by the Committee to accommodate their friends.

The first prize offered was a piece of plate, value 50 guineas, for vessels of 30 tons and upwards. The only yacht that entered was the Surf cutter, 54 tons, J. Tempest, Esq., thus at the very onset a great disappointment was experienced, and by a curious coincidence a similar occurrence took place last year for the principal prize when the Amber Witch was the only entry.

The next prize was more fortunate, and had a very fair entry. The first vessel was entitled to a purse of 25 guineas, and the second 10 guineas. Yachts not to exceed 30 tons, nor be under 10 tons. The following came to the start :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts.	Rig	Tons	Owners.	Builders.
	Æmulus	cutter	27	R. E. Garrett, Esq.	
19	Alexandra	cutter	15	St. Clair Byrne, Esq.	Millwall L. Co.
1046	Sapphire	cutter	28	A. Bannister, Esq.	
602	Ivy	cutter	18	Capt. Cator	Marshall
86	Azalea	cutter	26	G. Wilkinson, Esq.	
186	Cinderella	cutter	15	T. H. Head, Esq.	Fife

The course was up the Humber, round the committee's steamer, which was moored off Sunk Pit, returning down the river, proceeding round the Bull Sand Light Vessel, thence up the Humber, leaving Cle Ness Buoy on the port side, and passing between the flagship and the piers. The yachts were moored opposite the Royal Docks, and when the start took place the wind was very light. The Azalea was the first

off followed by Sapphire second, then Ivy, Alexandra, and *Æmulus*: the Cinderella taking a middle course. When off the Burcom the Ivy had gained the lead, and the Alexandra and Azalea well up. The slight breeze soon fell away, and the vessels became very straggling—Azalea and *Æmulus* were a long way astern. The Alexandra was the first about, but on the breeze afterwards freshening, the Cinderella took the lead, the Ivy being second, although she was soon overhauled by the Alexandra. While the yachts were making for No. 8 Buoy the wind again fell. The yachts rounded a steamer off Sunk Pit as follows :—

	h. m. s.		h. m. s.		h. m. s.
Cinderella	12 10 0	Ivy	12 17 0	<i>Æmulus</i>	12 57 0
Alexandra	12 15 0	Sapphire	12 28 0	Azalea	12 59 0

A rather long calm followed, but at 1h. 30m., a breeze again sprang up from the east. The yachts rounded the Bull Light at some distance apart; the Cinderella, which still led, was timed at 1h. 55m. She passed the Clee Ness Buoy at 2h. 40m., and finally arrived at the flagship with the others as follows :—

	h. m. s.		h. m. s.		h. m. s.
Cinderella	3 29 29	Alexandra	3 38 47	Ivy	3 53 57

The Sapphire, *Æmulus*, and Azalea were not timed. A protest was made against the Cinderella on the ground that she had not entered at the proper time, but this was overruled, and she took the prize of 25 guineas, the Alexandra being awarded the 10.

Prizes amounting to upwards of £57 were distributed amongst fishing smacks, oyster vessels, &c.

SUNDERLAND REGATTA.

THIS event came off at Roker, near Sunderland, August 9th, the weather being delightfully fine an immense concourse of people attended to witness the sports.

The first and principal match was between yachts from 5 to 20 tons; 15 prize for first vessel and £5 for second. Time race, half-a-minute allowed. The following appeared, viz.—Chlora, 7 tons, G. N. Duck, Esq.; Cinderella 15 tons, T. H. Head, Esq.; Wasp, 12 tons, A. Smith, Esq.; Osprey, 6 tons, T. Curry, Esq.; Alarm, 5 tons, A. Spoors, Esq.; Metra, 5 tons, J. Douglas, Esq.; Dagmar, 5 tons, R. Jaques, Esq.; Minerva, 5 tons, J. Hastings, Esq.

The course was from the starting point to the south, round a vessel moored off the Hendon Rock buoy, thence to the east, round a vessel

moored off the centre Ballast buoy, thence to the north, round a vessel moored off the Souter Point buoy, and back.

The start took place at 1h. p.m., and was well contested throughout, the Cinderella and Chloria being the most prominent, and continued rivals to the completion of the match. The Cinderella was first in, but did not receive the prize having to allow time to Chloria.

The next race was for a cup value 8 sovs. or money, for first boat, and second boat 2 sovs. The boats to be without decks, under 5 tons, and of any rig. The following started:—Alarm, Metra, Economy, Village Maid, Curlew, Wave, Swan, Crest of the Waves, and Ariel. The whole went off nearly in a line, but after going a short way the Wave showed in front, though it proved only short lived, as she was soon passed by a craft with no distinguishing flag. This boat, however, in turn gave place to the Alarm and Metra, and in tacking these boats secured a decided advantage, and went well away from the others. They continued this advantage to the close, the Alarm coming in first by 300 yards, Metra being second, and Economy last.

Then followed a race between cobles, for 12 sovs. and 2 sovs. This was a good match and the Protector won first prize and Keeper second.

There was also a race for licensed pilot cobles, which was won by Racoona, she receiving 10 sova. and the Olive Branch 2 sovs. beating 15 others.

The rowing races commenced by the life-boats equipped for saving life; single banked oars, with two coxswains; course from the starting point to the south, round the vessel moored off Hendon Rock Buoy and back to the winning post, a distance of about three miles; first prize £25, with £5 from the ladies of Sunderland, second £10, third £5.

The starters were, Percy, Cullercoats station; Camboise, Blyth; No. 3 (Pilots) Sunderland; Thomas Wilson, Whitburn; Florence Nightingale, Sunderland; No. 1 (Pilots), Sunderland; No. 2 (Pilots), Sunderland.

Seven started in this race. The Constance of Tynemouth, which was among the entries, was objected to on the ground that her oars were not the same as those used in saving life at sea, and the objection was held good. There was a good race, and it caused a deal of interest. Percy had first prize, Camboise second, and No. 3 third.

Other rowing matches followed.

LOWESTOFT REGATTA.

We congratulate the Committee of management on having on August 10th, a far more agreeable day than we experienced at the same place last year, when a continuous drizzling rain made every thing and everybody miserable, but on the present occasion the piers and harbour presented a brilliant appearance. H.M.S. Porcupine was moored off the pier, very gaily dressed out, and served as the flag-ship.

The first match was for beach yawls, open to all comers—prizes, first to receive £12, second £5, and third £3. Four started and after a sharp contest they finished thus:—Eclipse, Thought, Bittern, and Young Prince last.

The next was between yachts for a purse of £20, presented by the Great Eastern Railway, for river yachts of 12 tons and not exceeding 20 tons, belonging to a recognised yacht club. Time race half-a-minute per ton for difference of tonnage. The following entered:—

Numbered as in Hunt's Universal Yacht List 1865.

No.	Names of Yachts	Rig.	Tons	Owners	Builders.
625	Kitten.....	cutter	13	W. H. Clabburn, Esq.	Harvey
1479	Waveney Queen : .	cutter	14	Major H. Leathes	Westaway
1478	Waveney	cutter	15	T. Lucas, Esq.	Westaway
967	Red Rover.....	cutter	14	S. Nightingale, Esq.	
	Syren	cutter	15	R. J. H. Harvey, Esq.	Mollett
248	Cygnets	cutter	14	H. Bullard, Esq.	Pike
1053	Satanella	cutter	15	P. Bennett, Esq.	Aldous
1462	Water Lily	cutter	11	H. P. Green, Esq.	
60	Ariel	schooner	12	T. M. Read, Esq.	Halliday

The Cygnet and Water Lily did not start.

The course was a double triangle twice round, Red Rover made a good start followed closely by Syren; Satanella getting away slowly. The whole fleet had packed on the muslin, as they sailed away for the Ness Point, which Red Rover first rounded with the Syren in attendance. The Satanella having thrown off her sluggishness walked past Syren, ere they completed the first round, which was timed thus:—

	h. m. s.		h. m. s.		h. m. s.
Red Rover.....	1 22 4		1 28 15		1 30 14
Satanella.....	1 25 0		1 29 54		2 16 0

The Waveney Queen, which had carried away some of her bowsprit gear, was not timed. The Red Rover was the first to round the flag-boat at the Ness Point a second time, but she was afterwards overhauled

by the Satanella, which gradually obtained a not very decisive lead. The second round closed thus :—

	h. m. s.		h. m. s.		h. m. s.	
Satanella.....	2 19 15		Waveney.....	2 33 15	Syren.....	2 42 23
Red Rover.....	2 20 5		Kitten.....	2 36 50		

The Ariel had retired, and it may be said that the Kitten and Syren scarcely persevered with the match in the second round, the contest being virtually confined to the Satanella and the Red Rover. Through some misapprehension, the Satanella, Kitten, and Waveney sailed three rounds, although the committee only required the course to be traversed twice. The Satanella passed the south pier for the last time at 3h. 29m. 0s., the Kitten following at 3h. 47m. 52s., and the Waveney at 4h. 0m. 50s. The Red Rover only went two rounds. The Satanella distanced the Red Rover by 50s., but as she had, under any circumstances, 30s., to allow to the Rover, her actual lead was reduced to 20s.

The next item on the card was a purse of £14, for river yachts under 12 tons, belonging to a recognised club, Norfolk and Suffolk measurement. The first yacht received £10, and the second £4. The entries were :—Vixen, 9 tons, Col. Wilson and Mr. Millard ; Scud, 9 tons, Messrs. Morgan and Hansell ; Vampire, 10 tons, Mr. W. Everitt ; Glance, 11 tons, Mr. W. Steward ; and Vindex, 9 tons, Mr. J. Tomlinson, jun., Vindex, however did not start, and the match consequently finished as under :—

	h. m. s.		h. m. s.		h. m. s.	
Vixen	3 53 0		Scud	4 0 10	Glance	4 13 10

A purse of £7, was contended for by sailing punts, 30s. per foot being allowed for difference of length in keel. The first boat received £4, the second £2, and the third £1. The Bruce came in first, the Young William second, and the Gazelle third. The Bruce won by 1m. but this advantage was exactly absorbed by the allowance which she had to make for difference of length.

NORFOLK AND SUFFOLK YACHT CLUB REGATTA.

AUGUST 3rd.—The third regatta of the season was held on the Broad at Oulton in Suffolk. There was a large muster of Club vessels present. For the first prize of 15 sova., the following contested :—Kitten, cutter, 13 tons, W. H. Clabburn, Esq., Waterlily, cutter, 14 tons, H. P. Green, Esq., Red Rover, cutter, 15 tons, S Nightingale, Esq., Syren, cutter, 15 tons, R. J. H. Harvey, Esq. The wind was light

from N.W., and the course was eight times round the Broad, making about 16 miles.

The start took place at 11h. 56m. the Syren had the lead which she kept throughout the eight rounds closely pressed by Waterlily until the seventh round, when Red Rover passed the latter, and the match was ultimately finished thus :—

	h. m. a.	h. m. s.	h. m. 9.
Syren	1 39 50	1 43 18	1 44 41

The Syren was declared the winner by 8m. 38s. The Kitten in the second round had the misfortune to carry away her bobstay, but continued on the match until completing the fourth round, when she retired.

The second match for 10 sovs., was contested by Scud, cutter, 9 tons, J. B. and H. Morgan, Esqrs., Vixen, cutter, 9 tons, Col. Wilson, and P. S. Millard, Esq., Blanche, cutter, 7 tons, R. Morris, Esq. The Blanche went off with the lead followed by Scud, which continued until the third round when Vixen gave the go-bye to Scud, and this order continued to the end; the Blanche being declared the winner by 6m. 49s.

An extra match was sailed, August 29th, for a subscription of 30 guineas, divided into two equal parts—one of which was to be awarded to the winner by actual tonnage, and the other to the one winning by handicap tonnage. The following started :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts	Rig	Tons	Owners	Handicapped.
625	Kitten.....	cutter	13	W. H. Clabburn, Esq.	16 tons.
967	Red Rover	cutter	15	S. Nightingale, Esq.	20 "
1462	Water Lily	cutter	14	H. P. Green, Esq.	18 "
248	Cygnet	cutter	14	H. Bullard, Esq.	12 "
107	Belvidere	cutter	9	W. H. Clabburn, Esq.	10 "
1429	Vindex	cutter	9	Col. Wilson & Millard.	8 "
1059	Scud	cutter	9	J. B. & H. Morgan Esqrs	8 "
1407	Vindex	cutter	9	J. Tomlinson, Esq.	10 "
135	Blanche	cutter	7	R. Morris, Esq.	12 "

The start took place at noon precisely, with a tolerably good wind from the north. The course was from Cantley to Reedham Ferry and back, past Cantley, up to Hasingham Dyke, and then back to Cantley. This course was traversed twice, making the total distance sailed about 18 miles. The yachts carried all their canvas, topsails and all. The Red Rover obtained the lead, but was overhauled by the Water Lily, which completed her first round at 1h. 58m. 40s., the Red Rover fol-

lowing at 2h. Om. 10a. The contest between the Red Rover and the Water Lily was exceedingly well sustained, and the Lily led for a considerable distance. When the second round had nearly closed an accident occurred which led to a dispute, in consequence of which the prizes could not be awarded. The Red Rover was on the starboard tack, and the Water Lily was on the port tack. The yachts were very close together, and when the Water Lily went about, the Red Rover, in passing her, caught her topmast and broke it off short, the topsail, rigging, &c. being brought down. The consequence was that the Water Lily soon lost way, and she hoisted her flag as a signal that she intended to make a protest. The five yachts which were timed came in thus :—

	h. m. s.		h. m. s.		h. m. s.
Red Rover..	4 2 50	Blanche	4 10 29	Belvidere	4 26 20
Water Lily..... ..	4 6 34	Scud	4 26 45		

We should have stated that the Kitten was put out of the match in consequence of her having been prevented going round one of the buoys by a Norwich wherry getting in her way.

The protest was not persevered in, therefore the Red Rover and Water Lily each received a prize.

DARTMOUTH REGATTA.

THIS was commenced on July 26th, but was not so well attended by yachts as the Committee expected. The fact being the regattas at the Isle of Wight were approaching, and the heavier craft made for that place. The weather was fine, and thousands congregated from all parts of Devon. The day was occupied by sailing matches, by barges, local boats, and rowing matches. The amount expended in prizes being about £70.

Second Day.—This was attended with fine weather, as on first day, though the attendance of visitors was small compared with former years. The wind was very light for the sailing matches, but for the rowing matches the water was in fine condition. At eleven o'clock the ball was opened with the 18 guinea race, for yachts, being 10gs. for the first yacht, and 8gs. for the second.

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts	Rig	Tons	Owners	Builders.
209	Coral	cutter	10	Capt. Bayley.	Balley
651	Hirondelle	cutter	10	Mr. F. St. Croix.	Clarke
	Secret	cutter	8	Mr. F. Butler.	
1532	Xanthe	cutter	15	Capt. Cotton.	Hook

The course which extended over twenty miles, was from Dartmouth Castle round the Eastern Black Stone, thence to the westward, rounding a mark boat near the mouth of the harbour, to the Home Stone Buoy, twice round. With a light wind from the south-west the yachts got away in tolerably good order. The Coral went to the front, with the others well astern, competing for second place. This was eventually taken up by Hirondelle, who pressed the Coral very hard. On rounding the Black Stone the Hirondelle overhauled her, and took her water. The Secret lost considerably, and the case appearing hopeless for her, she retired from the contest before the western mark-boat was reached. The other yachts were timed at the western mark-boat as follows :—

	h. m. s.	h. m. s.	h. m. s.
Hirondelle	1 47 0	Coral	1 51 12

Xantha 1 59 0

The Hirondelle and Coral continued to walk away from Xantha, but neither of the first named materially altered the distance between herself and her antagonist, and at the conclusion of the first round they were timed thus :—

	h. m. s.	h. m. s.	
Hirondelle	2 18 6	Coral	2 23 0

In the second round the Hirondelle made play and walked away from the Coral in spanking style, while the Xantha was nowhere. The Hirondelle finished at 5h. 4m., leaving the Coral a considerable distance in her wake.

The next match was by local boats not exceeding 15 tons, for two prizes—the first of £7 was won by Idas, and the second of £3 by Jolly.

Two rowing matches for £5 each finished the sports.

ROYAL CORNWALL REGATTA.

THE celebration of this regatta was held on August 29th, in Falmouth harbour, and the whole affair came off with great eclat, showing much improvement on previous years.

The first race was for the Duke of Cornwall's Cup, value 50 guineas, with a second prize of 10 guineas, open to all schooners exceeding 20 tons. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Name of Yachts	Big	Tons	Owners	Builders
137	Intrigue	cutter	72	F. Edwards, Esq.	Ratsey
497	Gertrude	cutter	68	M. Hayes, Esq.	Wanhill

These yachts are well known—having competed together in prior matches. The first yacht has passed under other names, was named the Blue Bell, by her present owner, and by his authority she is so logged in the *Universal Yacht List*. They started well together, and kept beam and beam for some length of time, when the Intrigue drew ahead, and maintained her place throughout, improving her position in the second round. Each being timed thus :—

	FIRST ROUND.	SECOND ROUND.
	h. m. s.	h. m. s.
Intrigue	1 53 30	2 52 40
Gertrude	1 54 0	2 57 55

The Intrigue of course received the first prize, and Gertrude second.

The match for the County Cup, value 40 guineas, with a second prize of £5, open to all cutters above 20 tons, was contested by :—

Numbered as in Hunt's Universal Yacht List, 1865.

No.	Names of Yachts	Rig.	Tons	Owners	Builders
1432	Volante	cutter	59	H. C. Maudalay Esq.	Harvey
512	Glance	cutter	35	E. Johnson, Esq.	Hatcher

This match was started at the same time as the schooners, and proved also a complete one-sided affair, for after keeping company a short time the Volante shot ahead, and notwithstanding the strenuous exertions of the Glance the former kept the lead during the two rounds which were timed as follows :—

	FIRST ROUND.	SECOND ROUND.
	h. m. s.	h. m. s.
Volante	1 50 0	2 37 10
Glance	1 55 44	2 45 23

The Volante having to allow time the Glance received the first prize, Volante second. *

The next was the Ladies' Cup, value 15 guineas with £5, added as second. The following started :—Ida, 11 tons, R. Hocking, Esq., and Stella, 11 tons, W. Lean, Esq. The Ida had the advantage at starting which she retained over the first round without interruption, but in the second the Stella made a desperate effort to overhaul the Ida, without success, as the latter won the cup by upwards of 10 minutes.

The Borough Members presented a Cup value £20, to which was added £10 for second vessel, and £5 for third—to be sailed by pilot cutters, open to all England ; seven started, and after some good seamanship the Surprise received the cup, Arrow £10, and Harriett £5.

A prize of £10, for yachts of any rig not exceeding 10 tons ; first

prize £7, second £3. The yachts that started in this race were :— Flora, 5 tons, R. T. Mitchell; Boomerang, 5 tons, T. Brabin; Queen of the Chase, 8 tons, R. Fulwood; Wild Duck, 7 tons, J. Cox. A capital start was effected, but the Queen of the Chase, a remarkably smart boat, soon went to the front and kept there throughout, winning easily.

There were prizes for lugsail punts, and rowing boats.

DOVER REGATTA.

AUGUST 30th was selected for this regatta, and was a great success. A little more wind would certainly have been acceptable.

The first sailing match was for a purse of £60, which was divided thus :—first vessel £40, second £15, and third £5, one quarter of a minute per ton allowed for difference of tonnage.—No squaresails or booming out allowed. The following started :—

Numbered as in Hunt's Universal Yacht List for 1865.

No.	Names of Yachts	Rig	Tons	Owners	Builders
834	Niobe	cutter	40	W. Gordon, Esq.	Hatcher
	Elfin	cutter	20	J. J. Stainton, Esq.	
184	Christabel	cutter	51	A. C. Kennard, Esq.	Aldous

The signal for the start was given about 12h. 15m., in a very light N.N.W. breeze, when they all got off well, and speedily set their lower canvas. The Elfin was considered to be entered to make up the magic three, but nevertheless she pluckily went the entire distance. The Niobe and Christabel sent up their topsails together, but the latter got hers sheeted home first, and went away with a slight lead to windward; the Elfin was very slow, and getting her topsail foul was away last, but when she was in trim went smartly to work and obtained the lead off the pier, going to windward of both, followed by the Niobe. As they drew towards the east mark-boat it was found that the smaller boat was being overpowered, and she shortly afterwards dropped quite astern. Christabel and Niobe held on their course together, and were neck and neck at the eastern mark-boat, which they rounded at 12h. 30m. 15s. followed by the Elfin at 12h. 35m. The Christabel immediately afterwards led, but was repassed by the Niobe, who had a lead of a minute, passing the committee boat, but they made the western mark-boat together, and were then almost lost to view, as they seemed to have miscalculated their distance, and gone too far to the westward. In returning, however, the Christabel again passed into the front rank, and

was leading well on the completion of the first round, but having to gybe, whilst the Niobe was able, through catching a stray puff, to stand on, the Niobe assumed the lead again, and held it right through the second round of nine miles, although the match was so keenly contested that there were never more than four minutes between them, and generally much less, as the Christabel raced up to her rival again and again, both to windward and leeward, but failed to pass her. At the western mark-boat the second time they were close together again. The wind had now for some time been very light, but increasing a little, seemed to serve the Niobe best, as she increased her lead going for the mark-boat. Here, however, the Christabel once more raced up to her, and it then only became a question whether she could make up the time she had to allow the Niobe, the interest of the race thus being preserved to the finish. The following are the times at which they completed the various rounds of the course :—

	FIRST ROUND. h. m. s.	SECOND ROUND. h. m. s.	THIRD ROUND. h. m. s.
Christabel	1 35 45	3 24 10	4 37 8
Niobe	1 37 55	3 28 30	4 40 53
Elfain	1 47 43	3 56 0	5 28 0

The Christabel, having to allow the Niobe 2m. 45s., thus won by a minute.

There was a sailing match between fishing smacks belonging to Dover, for a purse of £20; first boat £8, second £6, third £4, fourth £2. The following entered :—Gipsy Queen,—Frost ; Deerhound,—Turner ; *A*era,—Bath; Rover, Harvey.

These were started at 11h. 44m. The Gipsy Queen was smartest with her sails, and setting a big topsail drew out ahead of the lot, followed by the Rover. Deerhound got her topsail foul, and the *A*era starting with her head pointed to the northward got off a long way last; in the course of the first round, however, she became third, and Deerhound took the second place, all being well sailed. In the Gipsy Queen, however, they met a craft far superior to them, and she continually increased her lead until she was rounding one buoy while they were going round another. The following were the times of the first two :—

	FIRST ROUND. h. m. s.	SECOND ROUND. h. m. s.
Gipsy Queen.....	1 16 0	3 21 0
Deerhound	1 56 15	4 15 13

During the regatta about £115 was distributed in rowing matches which was well and ably contested.

SCARBOROUGH REGATTA.

THIS regatta took place on Friday, September 8th. The weather was beautifully fine, and there was a tolerable wind, although the breeze was too light early in the day. The first event on the programme was a yacht race for a silver cup of the value of 30 guineas, with a ten-guinea cup for the second, and a five-guinea cup for the third yacht; half-a-minute per ton was allowed for the difference of tonnage. The entries were—the Azalea, 34 tons, Mr. G. Wilkinson ; the Surf, 54 tons, Mr. J. Tempest ; the Sapphire, 33 tons, Mr. A. Bannister ; the Alexandra, 15 tons, Mr. St. Clair Byrne ; the Maud, 16 tons, Mr. W. H. Atkinson; and the Cinderella, 15 tons, Mr. T. H. Head. The course was a triangular one, and extended over about eight miles : it was traversed three times, making 24 miles in all. The Surf took and maintained the lead, and although she had a heavy time allowance ($19\frac{1}{2}$ m) to make to the Alexandra, the second yacht—which last year was also owned by Mr. Harrison, who, we believe, has closed his personal connection with Yorkshire for the present—she soon was out of all danger on this score. The three leading yachts completed the final round thus :—

	h. m. s.	h. m. s.	h. m. s.
Surf	2 48 50	Alexandra	3 45 20

The Surf thus won the first, the Alexandra the second, and the Cinderella the third prize.

Another match also took place for cups of the value of 10 guineas, and 5 guineas respectively. The competition was restricted in this affair to yachts under 15 tons, and the following entered :—Chlora, cutter, 7 tons, Mr. G. N. Duck ; Pilot, schooner, 14 tons, Capt. Mackwood ; Galatea, 12 tons, Mr. J. Woodall ; and Metra, 5 tons, Mr. J. Douglas. The Chlora took the lead, followed by the Galatea ; the latter, however, was overhauled by the Pilot. The match was won by the Chlora, which completed her course at 3h. 8m. 0s., the Pilot following at 3h. 20m. 0s. The little Chlora, which was built by Fife, of Fairlie, has had a very successful career.

Various minor matches of local interest followed. The cups were transferred to the winners on board the committee's steamer, Lady Londesborough, and were, as usual on such occasions, filled with wine and handed round. Among the craft in the bay were the Oithona, cutter, 84 tons, Mr. G. Salt ; and the Venus, steam yacht, 80 tons, Mr. J. Bell. Both these yachts were gaily decked out with flags and bunting.

WINDERMERE REGATTA.

THE last match this season was perhaps the most interesting, it was for a silver waiter value 12 guineas for first vessel, and a silver goblet value 6 guineas for second. The following started :—Eleanor, — Pope, Esq.; Ganymede, J. L. Crossley, Esq.; Mayflower, G. H. Puckle, Esq.; Meteor, J. R. Bridson, Esq.; Wave Crest, Captain Ridehalgh ; Echo, T. Tatham Esq.

The first day's race, owing to a good breeze, was the shortest and the best contested of all, there being only eight minutes difference between the first and last boats in passing the Narrows, after two hours sailing, Eleanor leading the way, closely followed by Ganymede and Mayflower, and three minutes later by Meteor and Wave Crest, Echo bringing up the rear two minutes afterwards. The run from the Narrows to the head of the Lake and down to the finish was made in 1h. 18m. 10s., by the leading boat Ganymede, and the same distance was run by the Wave Crest in 1h. 16m. 25s. ; 1m. 45s., less time than the Ganymede. The following is the order and time at the finish :—

	h. m. s.		h. m. s.		h. m. s.		
Ganymede	2 17 30		Eleanor	2 23 30		Mayflower	2 27 0
Wave Crest	2 20 10		Meteor	2 24 15		Echo	2 35 10

The Ganymede having to allow four minutes to the other boats, owing to the difference in length, was thus the second boat in this race, yielding the palm to the Wave Crest.

The prize having to be run for in heats, the same boats came to the starting buoys the following day, and a delay of about half-an-hour occurred in the start from there being no wind, and within a few minutes of six weary hours the race was concluded. The Meteor, by a sort of flank movement, stole away the first place from Eleanor, the latter, being only a few yards from the finish at 5h. 20m. 40s.

The third day's race was run under a strong breeze from the north, which doubtless tested the skill of the sailors more than on the previous days, as well as the sailing powers of the boats. The start having been made with a straight run down the lake, but on returning repeated tacks had to be made, which was very interesting to lookers on. Only five came to the buoys to day—the Wave Crest, Ganymede, Eleanor, Meteor, and Mayflower—and at the Narrows they showed themselves in the following order :—

	h. m. s.		h. m. s.		h. m. s.		
Wave Crest	1 35 0		Eleanor	1 49 0		Mayflower	1 50 45
Ganymede	1 42 40		Meteor	1 49 40			

A few minutes after passing this point Eleanor had the misfortune to break down, which obliged her to withdraw, and gave rise to great regrets, as she was evidently the favourite, being the latest boat on the lake. After a hard beating up the lake against the wind and a run down the time of the finish was :—

	h. m. s.		h. m. s.
Wave Crest.....	3 3 30	Meteor	3 21 45
Ganymede	3 11 0	Mayflower	3 26 45

The Wave Crest thus gallantly claims the first prize, having won the first and third races ; and the second prize for the second best boat was awarded to Meteor.

A more beautiful fleet of sailing yachts is not to be found on any other lake, and so great has the interest in these matches become that three new yachts are already determined on for another year.

ITCHEN REGATTA.

THIS event came off splendidly,—and a steamer was chartered to accompany the yachts. The first match was for a purse of £15, for yachts not exceeding 12 tons, for this only two of our crack pets entered, viz:—Quiver, 12 tons, Capt. Chamberlayne, and the Octoroon, 12 tons, F. H. Le Mann, Esq.

The course was to start from their own anchors, and proceed out of the river, thence round the New Barn Buoy off Netley, thence returning up the Southampton Water, round the Lower Gymp Buoy, thence into the river, leaving the revenue cutter on the port hand, and to pass each time round a flag-boat, moored between the committee vessel and the Southampton shore, thrice round, the distance altogether being about 20 miles.

At 11h. 55m., the start was effected, both yachts instantly getting their sails set; but the Octoroon appeared to be impeded for a short time by her moorings, and the Quiver obtained a good lead. The Octoroon was soon after her. Both had a pretty breeze from N.N.W., and a very interesting race was the result, each sailing upon their own merits, there being only a difference of 40 seconds in favour of the Quiver on first rounding the New Barn Buoy. Thence they kept on the same tack by the wind across the Southampton Water, and then laid their reach homeward to round the Gymp Buoy. The following is the result of each round :—

	FIRST ROUND.	SECOND ROUND.	THIRD ROUND.
	h. m. s.	h. m. s.	h. m. s.
Quiver	1 10 0	2 26 30	3 59 0
Octoroon	1 13 10	2 42 20	4 8 0

From which it will be seen that the Quiver gradually widened the breach between herself and her opponent in each round, and finally became the winner. The little Quiver was sailed by Capt. Parker of the old Arrow, and the Octofoon by her builder, Mr. Hatcher.

The next match was for a sweepstakes of £5 with £10 added, and for this only two entered, viz.:—Don Juan, 10 tons, W. Cooper Esq., and Algerine, 10 tons, F. Rosoman, Esq.

Equally great was the interest manifested in this match, it being the first occasion in which two little clippers had met. About ten minutes after the 12 tonners were despatched, the starting gun was fired for the departure of these. The course was the same, and consequently was pursued under the same advantages of wind and weather, the result being in favour of Don Juan, as will be seen on the completion of each round, which was as follows:—

	FIRST ROUND. h. m. s.	SECOND ROUND. h. m. s.	THIRD ROUND. h. m. s.
Don Juan	1 26 0	2 53 20	4 21 15
Algerine	1 28 0	2 57 20	4 31 15

Upon the starting gun being fired the yachts were off, but the Don Juan took the lead, and before she had cleared the river she was 23s. in advance of her antagonist. Upon rounding the New Barn Buoy she had gained in her run down 1m. 25s., and at the second rounding of the buoy the breach was increased to 3m. 45s. Cook Diaper sailed the Don Juan, and Charley Diaper the Algerine.

A prize of 11 sovs. was offered to pleasure boats, which was contested by the Crosshouse and Lizzie, each received a portion of the prize. Several matches followed between fishing boats, &c. for sums amounting to about 30 sovs.

GREAT YARMOUTH WATER FROLIC.

This regatta was held on August 14th, at Burgh, near Great Yarmouth. The Vindex, cutter, Mr. J. Tomlinson, served as the head-quarters of the committee. The first prize was a piece of plate of the value of £12, sailed for by cutter-rigged yachts, half-a-minute per ton being allowed for difference of tonnage. Only two yachts took up their moorings—the Red Rover, 14 tons, Mr. S. Nightingale, Great Yarmouth; and the Water Lily, 14 tons, Mr. H. Green, Wroxham. The Myth, 9 tons, Mr. R. J. H. Harvey, M.P., was also entered, but did not start, as the wind blew somewhat squally. The start took place about one p.m., the Rover securing a lead of several lengths before her opponent had fairly got under weigh. Four rounds were sailed, and during the first the Red Rover gradually improved her position.

The time was noted thus on the completion of the first round:—Red Rover, 1h. 38m. 0s., Water Lily, 1h. 4m. 0s. In the second round the Water Lily on rounding the east flag buoy, fouled the moorings, and was put out of court. The Red Rover continued to sail alone, and completed her fourth and last round at 2h. 40m. 0s. She of course, took the prize. While this match was in progress the wind moderated and the weather generally improved.

The second match was also for a piece of plate of the value of £12, and was sailed for by yachts of any rig. The following started:—Vixen, cutter, 9 tons, Mr. P. S. Millard and Col. Wilson; Pride of the Yare, 8 tons, Mr. W. Teasdale; Merlin, latteen, 4 tons, Rev. J. Foster; Scud, cutter, 9 tons, Messrs. J. B. and H. Morgan; Blanche, cutter, 7 tons, Mr. R. Morris; and Iris, 8½ tons, Mr. H. Harrison. The start was a good one. The Merlin got away first, but she was soon passed by the Iris, Blanche, and Vixen. The Iris maintained the lead during the first round, the Blanche being, however, close upon her. In the second round no material change took place, but the Iris gained 8s. more on the Blanche, although the cutter has been very successful at the matches of the Norfolk and Suffolk Yacht Club this season. The second round closed thus:—

	h. m. s.		h. m. s.		h. m. s.		
Iris.....	3 41 20		Vixen.....	3 43 0		Scud	3 46 7
Blanche.....	3 42 2		Merlin	3 46 13			

The Pride of the Yare was not timed, and the Scud also shared the same fate in the third round, in which the Iris gained a further 5s. on the Blanche. The third and final round (for in this match only three rounds were sailed) closed thus:—

	h. m. s.		h. m. s.		h. m. s.
Iris	4 5 40		Vixen	4 8 32	
Blanche.....	4 6 28		Merlin	4 14 7	

The Iris being entered at 8½ tons had to allow the Blanche 4s., as she only won by 4s., she just swung clear by 2s.

Malahide Regatta.—August 15th,—The weather was fine and the sports attracted a very numerous company. The first race by yachts was for the Malahide Cup value £15, open to all not exceeding 15 tons; time race; three to start or no race:—Magnet, 12 tons, W. Conlan, Esq., Emu, 7 tons, C. Fitzgerald, Esq., Virago, 10½ tons, J. Eyre, Esq. The contest was principally between the Virago and Magnet, and after an excellent race the vessels came in as follows:—Virago, 4h. 26m. 20s.; Magnet, 4h. 29m. 0s.; Emu, 4h. 44m. 30s. Virago was declared the winner. The second race was for a prize of £10, by yachts not exceeding 5 tons, time race. For this ten entered, and after some excellent seamanship was finished thus:—J. Todhunter, Esq's. Torment received £7, and S. M. Nugent, Esq's. Truant £3. These were followed by rowing matches, &c.

Babbacombe Regatta.—This affair came off on August 31st, and was witnessed by a large number of persons. The first prize was between yachts not exceeding 15 tons, for a prize of £10, divided into three portions. The following entered :—Coral, 10 tons, Capt. Bayly, Lily, 10 tons, F. Walker, Esq., Pixie, 9 tons, R. Boyle, Esq., Ianthe, 13 tons, A. Moore, Esq., Lapwing, 8 tons, — Brutton, Esq. They started at 2h., when the Coral took the lead followed smartly by Ianthe who stuck to her gallantly, with Lapwing third, Lily fourth, and Pixie fifth. In the run to the Teignmouth mark-buoy the Ianthe overhauled the Coral and after a smart struggle succeeded in passing, and she was never again headed. The race might fairly be termed a match between the two, as the others never approached them, and it was finally concluded thus :—Ianthe received £7, Coral £3, and Lapwing £1.

This was followed by sailing boats and rowing matches for prizes amounting to something like £15.

Beccles Regatta.—This regatta came off on Monday, August 7th. A cup of the value of £10 10s. was offered for river yachts, which competed over a course extending from Corporation Basin to a point just above the iron bridge. The match lay between the Scud, cutter, 9 tons, Messrs. J. B. and H. Morgan; the Vixen, cutter, 9 tons, Col. Wilson and Mr. P. S. Milward; and the Blanche, cutter, 7 tons, Mr. R. Morris. The Imogen, cutter, Mr. Boyce, also entered, but the contest was virtually confined to the three first mentioned yachts. The Blanche won with a good lead, the Scud being second, and the Vixen third. A match for small money prizes followed, but in consequence of some disputes no awards were made. The entries in this match were—the Eclipse, W. Bemment, 14ft.; the Paragon, C. Page, 14ft.; the La Chasse, W. Oxley, 14ft.; the Reindeer, H. Reynolds, 14ft. and the Volunteer, J. J. Fuller, 14ft.

Suffolk Model Yacht Club.—The closing cruise of this club for the past season took place on Monday, September 18th, when the Challenge Cup was sailed for on Oulton Broad, for the second time this year, it having been previously won by the Volunteer. The day was everything that could be desired, with a nice breeze (at times rather light) from the eastward. The starting gun was fired at 1h. 14m., and the following boats started :—Volunteer, D. Fuller, jun.; Reindeer, H. Reynolds; La Chasse, W. Oxley; Paragon, C. Page, ; and Rosaline, J. Hogg. The Volunteer, having the windward station, took the lead at once, which she, however, only maintained till the latter part of the first round, where she was passed by the Rosaline and Reindeer. In the second round the Rosaline further increased her lead, and the Paragon passed the Volunteer, which, at the conclusion of the third round, gave up the contest. The Rosaline continued to increase her lead, and at the conclusion of the sixth round won by some minutes.

A CRUISE FROM ENGLAND TO SWEDEN.

As perchance the voyage of a mere cockle-shell across the North Sea and the Baltic, may be perused with interest by some of your readers, lovers of small craft, I take advantage of your dull season to relate, in as few words as possible, the performances of the cutter yacht "Romp," 10 tons, belonging to the R.W.Y.C. of Ireland, and built some years back by Mare of Blackwall.

With a crew consisting of two men and a boy, the little craft weighed anchor off Lymington, in the early part of June last, and sailed by a whalersail breeze from the S.E. made an easy run up to Yarmouth Roads, where, owing to the wind chopping round to the N.E., she lay wind-bound for a fortnight. On the 22nd she again got underway, and with a fresh westerly wind proceeded on her course to Gothenburg. The weather continued favourable until the morning of the 25th, when the day was ushered in by a snorting north-easter, which 'ere long became a heavy gale.

The storm raged throughout that day, and, wonderful to relate, the brave little barque shipped hardly a bucket of water. During the forenoon she fell in with the English trading steamer "Tharsit," 570 tons register, bound for Gothenburg, the Captain of which described the gale as being very severe, sufficiently so to oblige him to battening down his vessel, and to lash two men to the wheel. He told me that the steamer's decks washed fore and aft, and that owing to the quantity of water which forced its way into the stokehole, the firemen were forced to seek shelter elsewhere.

At mid-day on the 26th, the "Romp" dropped her anchor in the Gothenburg harbour, where crowds of interested spectators flocked to inspect her. At first it was hardly credited that so diminutive a craft had actually outlived the gale of the 25th, during which no less than three vessels foundered. It was a pleasure, aye an honor, to grasp the hands of those bronzed faced sons of Albion, who, with that modest demeanour, so characteristic of brave hearts, answered the numerous questions put to them by the admiring Swedes. To George Gallop of Shoreham, every credit is due for the skilful manner with which he brought the "Romp" across the North Seas; and to yachtsmen cruising in these waters I cannot too highly recommend him.

The passage between Gothenburg and Stockholm was performed in five days, during one of which the little vessel lay becalmed in the Baltic.

The lines of the "Romp" are very fine, and both as to sailing and weatherly qualities she does immense credit to her builder. She is entered next season for the King of Sweden's Cup, and well handled she ought to stand a fair chance of winning, notwithstanding that her Swedish antagonists are all larger and more powerful vessels.

WREATH OF SHAMROCK.

OUR LIGHTS AND LIGHTHOUSES.*

IN such a situation, of course everything had to be provided beforehand, and transported from a distance, and the omission even of a little clay for the tamping of the mine-holes might for a time have stopped the works. Barracks had to be built at the work-yard in the neighbouring island of Tyree, and also on the Isle of Mull, where the granite for the tower was quarried. Piers had to be built at both places, to facilitate the shipment and landing of materials; and a small harbour or basin, with a reservoir and sluices for scouring the entrance, had to be specially formed for the accommodation of the small vessel required to permanently attend on the light-keepers. A steam tug had also to be provided to expedite the transport of building materials, and which also served, in the early stages of the work, as a floating barrack for the workmen, in which service she and those on board her had to incur many risks, the tug being moored off the rock on foul and rocky ground, on which the anchor often tripped.

In the summer of 1838, Mr. Alan Stevenson, the engineer who designed the tower, commenced by erecting a wooden barrack on the rock, as far as possible removed from the foundation; but in the great gale of 3rd of November following, it was entirely destroyed and swept from the rock, leaving nothing but a few twisted iron stanchions to mark its site. For the greater part of two seasons, the men lived on board the vessel moored off the rock, at the end of which time they erected another wooden barrack, more strongly secured than the former one, and which fortunately endured through the winter's storms, until the completion of the building, and indeed till many years afterwards, notwithstanding that, as Mr. Stevenson describes it, they were often disturbed in their beds by the sea pouring over the roof, by the spurting of the water through the doors and windows, and by the rocking of the whole edifice on its supports.

The Skerryvore light-tower was completed in 1844. It is 138½ ft.

* Concluded from page 382.

high, exclusive of the lantern 42ft. in diameter at the base, and 16ft. at the top. It was an adaption of Smeaton's Eddystone-tower, with such modifications in the size and general arrangements of the building as were called for by the peculiar situation and other circumstances, while it embodied such improvements as later knowledge had suggested.

The tower contains a mass of stonework of about 58,580 cubic feet, being more than double that of the Bell Rock, and nearly five times that of the Eddystone. Its cost, including all the contingent and preliminary expenses, was 86,978*l.*

The other light-towers of this description most worthy of notice are the Bishop Rock, off Scilly, the New Smalls, that on the Hanois Rock on the Jersey coast, and perhaps that at Carlingford on the east coast of Ireland. The three first named have been all erected by the Trinity House, under the superintendence of the Messrs. Douglas, who are now engaged on the difficult task of erecting a tower on the Wolf Rock off the Land's End. The Carlingford tower was designed by Mr. George Halpin, the inspector of the Irish lights; it was first exhibited on the 20th December, 1830. Its figure is that of a frustum of a cone, 111 feet high, and 48 feet in diameter at the base.

Some idea may be formed of the difficulties in the way of erecting light-towers of this class, from the circumstance that in working at the tower on the Wolf Rock, 82 working hours is said to have been the whole time that was available to work on the rock during the year 1862. Some idea may likewise be formed of the tremendous strain to which they are subjected from the fact that, at Skerryvore, where an instrument to test the force of the waves had been exposed, it was found to have equalled, in the maximum case, no less than 6,083*lbs.* on the square foot; also from the fact that at the Bishop Rock Lighthouse, off Scilly, a massive bell, which was fixed with strong iron supports, built into the masonry, at 120 feet above the level of the sea, was struck with such force by a wave which ran up the tower, that it was wrenched from its position, while its iron supports were broken. It will be readily felt, then, that the greatest possible strength that human ingenuity can devise must be requisite to resist the impact of such enormous forces. This strength is obtained in the stone towers by a solid mass of masonry, to a height of 30 feet in some towers, above the sea-level, the stones being dovetailed together, both laterally and vertically, and united by hydraulic cement, so that the stones cannot be separated without being broken, and the whole base is literally as solid and indivisible as if it were a natural solid rock.

A novel class of towers has been designed and erected by Mr. Alex.
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ander Gordon, consisting of iron plates bolted together. There are several fine specimens of his light towers at Jamaica, Bermuda, and Bahamas, and other places. They are well adapted for positions and countries where skilled labour and suitable materials are wanting.

Another description of light-tower, or lighthouse, deserving of notice, is that on the ingenious plan of Mr. Alexander Mitchell, supported on screw-piles. Buildings of this class are especially applicable to shallow waters, at the estuaries of rivers, and such like situations, over flat, soft ground of mud or sand. The Maplin at the mouth of the Thames, was the first of these, begun in 1838. It stands on nine piles, secured to as many iron screws, which were screwed down to a depth of 22 feet into the sand. These screws consist of a single turn of a flange, 4 feet in diameter, on the lower end of the iron pile. They were fixed in nine consecutive days, under the personal direction of the blind inventor. The piles are secured in place and bound together by suitable ties, and the dwelling-room and lantern are placed above the reach of the sea, which breaks harmlessly through the open work of iron piles, &c., beneath. Similar buildings have been constructed at Fleetwood, Belfast, and other places.

Lastly, there remains to be described the floating-lights. It is, we believe, an axiom in pharology never to place a floating-light where a suitable position can be had for a fixed building; the reasons being that their lights must be comparatively small; that they are liable to drag their anchors in violent storms, and thus, by their change of position, to mislead instead of guiding, although this does not often happen; that they are much more expensive, requiring 11 men to work them, whereas 3 men are all that are necessary to occupy a first-class light-tower; the cost of management of the former being about 1,300*l.* per annum, and of the latter 350*l.*; also that they are much more troublesome, requiring to be periodically taken into dock to refit, on which occasions they have to be replaced by similar vessels. There are 51 floating lights on the coasts of the United Kingdom, being a greater number than appear in any other country, the United States of America having only 39 lights. These craft are in general ordinary-shaped vessels, and are now expressly built for the purpose. The floating light vessels of Mr. George Herbert's design are, however circular, and are moored from their centre of gravity. They have immense stability, and are comparatively motionless; they have been found to answer admirably where adopted for floating beacons, &c.

Light vessels are ordinarily painted of a dark-red colour, to make them readily distinguishable from all other craft, and that colour, which

is the opposite of green, being more conspicuous than any other on the surface of the water.

The greatest depth of water in which any of these vessels at present ride, is about forty fathoms, as is the case with the one at the station of the Seven Stones, between the Scilly Islands and Cornwall.

The lights on land, or lighthouses, which are at the highest elevation, with the distances they command in clear weather, are given in the following table, compiled from the general return published by the Admiralty :—

Year erected	Height of Lantern above High Water,		Distances at which the Lights are seen. — Miles.—
	Feet.	Miles.	
Lizard	1751	224	20
Needles	1786	469	27
Beachy Head	1828	285	22
South Foreland	1793	372	25
Cromer	1719	274	22
Flamborough Head	1806	214	19
Inchkeith	1804	220	18
Isle of May	1816	240	21
Dunnet Head	1831	346	23
Sumburgh Head	1821	300	22
Cape Wrath	1828	400	25
Barris Head	1833	680	32
Kintyre	1787	297	22
Mull of Galloway	1830	325	23
Calf of Man	1818	375	22
St. Bee's Head	1718	383	23
Lundy Island	1820	540	30
Cape Clear	1817	455	27
Clare Island	1806	349	27
Skellig's Rock	1826	372	25

The figures which are appended, together with the above brief sketch, will, perhaps, give a sufficient general idea of the nature of the buildings which enclose and protect the beacon-lights that encircle our shores.

Beccles.—At a regatta held at this place on Monday, August 7th, a match for craft connected with the Suffolk Model Yacht Club was left undecided. It has since been re-sailed, and the first prize of 3 sovs. was awarded to the Reindeer, the second of 2 sovs. to the Rosaline, and the third of 1 sov. to the Volunteer. The difference between the first and second yachts was only 1m. Is. The lightness of the wind somewhat marred the match.

ROYAL SYDNEY YACHT SQUADRON.

THE annual general meeting, held at the Club Rooms, 22, Bridge-street, was very numerously attended. The Chairman, the Commodore of the club, called first upon the secretary to read the advertisement calling the meeting, and then upon the treasurer to submit a statement duly audited of the receipts and disbursements of the club for the past year ended 31st July, 1865, showing that, after all the engagements were paid, the club's assets amounted to £283 15s. 11d., which was considered highly satisfactory. The chairman reported that the Bishop of New Zealand, and Bishop Patte-
son, owner of the yacht Southern Cross had been elected honorary members of the club, and read a letter from the latter, thanking the committee for the honor conferred, and expressing his gratification at the compliment paid them. Several new yachts would be added to the club this season. Mr. Burt's fine yacht the Vivid, 25 tons, has reached this and amongst others expected was his (the Commodore's) own yacht the Alerte, 66-ton cutter, built by Ratsey, of Cowes, last year, which vessel sailed from Plymouth for Sydney on the 6th May last with a good crew, and might therefore be ex-
pected here shortly. He thought, therefore, the prospect of a spirited com-
petition amongst our yacht owners in the coming season would make up for that which was so manifestly wanting in the past year. Several new mem-
bers were then proposed and seconded for election at the next monthly meeting; after which the following members were elected office bearers for the present year, viz:—The Hon. William Walker, Commodore; James Milson, jun. Vice-commodore; H. C. Dangar, treasurer; J. F. Josephson, and J. Grafton Rose, auditors; G. H. Howell, secretary; and a committee consisting of S. C. Burt, F. J. Jackson, J. P. Roxburgh, W. O. Gilchrist, Captain Pockley, and Edward Wyld. It was then carried unanimously that a Yacht Club Ball should be given this season similar to that of last year, and that the details should be left to the club committee. Several matters of interest were then discussed, which resulted in the meeting being adjourned until the first Thursday in next month, to allow of time for further deliberation.

The yachts belonging to the club are—Alerte, cutter, 66 tons, Hon. W. Walker, Commodore; Era, 24 tons, J. Milson, Vice-commodore; Xarifa, 31 tons, cutter, C. Parbury; Pearl, cutter, 18 tons, H. C. Dangar; Vivid, cutter, 25 tons, S. C. Burt; Mischief, cutter, 11 tons, J. P. Roxburgh and J. D. M'Lean; Why-Not, cutter, 8 tons, J. A. Brown; Ida, cutter, 9 tons, J. J. Josephson; Scud, cutter, 13 tons, S. C. Burt; Gitana, cutter, 9 tons, F. J. Jackson; Mazeppa, cutter, 6 tons, R. F. Pockley; Julia cutter, 9 tons, R. C. Want; Southern Cross, schooner, 93 tons, Bishop Patte-
son.

Editor's Locker.

(From *Bell's Life*.)

ALBERTINE AND WITCHCRAFT.

MR. EDITOR.—In a letter which appeared in your paper last week, Lord Londesborough gives it as his opinion that no vessel in a race should allow another to pass to windward of her if she can prevent it, and his lordship complains of the R.V.Y.C. committee, who entertain different views, and did not deem it necessary to have them set forth in the printed regulations for sailing. With the exception of his lordship I should think there is not a yachtsman afloat who does not recognize the rule in yacht sailing, that no vessel can compel another to go out of her course to enable her to pass, but that space must be given round either buoy or mark-boat.

A race is a trial of nautical skill and sailing capability, and not, as Lord Londesborough seems to think, an experiment to ascertain which vessel is sufficiently strong to run down and sink a competitor.

The rule I have referred to is so much in accordance with common sense and honesty, and with all English notions of fair play, that I assume the sailing committee of the club did not think it necessary to direct attention to it, and its enforcement cannot have had, as Lord Londesborough insinuates, anything to do with the limited number of yachts entered at the recent match. I would remind his lordship that when the Witchcraft was all but on a sandbank, the Albertine was signalled to, and those in command would not allow the Witchcraft to pass. My jib-boom was at the forepart of the Albertine's main rigging, and I could easily have run her down, but Mr. Broadwood preferred to adopt the course of which Lord Londesborough so much complains.

Yours, &c.,

RESTELL CORKE, *Captain of the Witchcraft*.

MR. EDITOR.—I am much obliged to you for kindly inserting my letter on the question between the Albertine and Witchcraft in your last paper, and should not have troubled you again, but that I think a principle is involved, which if not now settled, may be productive of serious mischief hereafter—I mean the alteration by an influential yacht club of the recognized rules of Match Sailing, whether by printed rule of their own, or as appears to have been done in the case in question, by an *ex post facto* decision of the Sailing Committee. Since I last wrote to you I have consulted several of our best amateurs, and amongst them a gentleman who has sailed many matches this season and written the reports of them for your paper, and all of them unanimously and unhesitatingly agree that the general rule and practice is, and has ever been, as stated by me and by Captain Stokes, "That no yacht

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having obtained a clear lead is obliged to allow another to pass her to windward if she can prevent it by luffing up, even if doing so involves putting her antagonist on shore or outside a buoy." The printed rule of the Royal Irish and other clubs at Kingstown is as I have stated it, and that of the R.Y.S. is equally explicit—"Any yacht bearing away or altering her course to leeward, and thereby compelling another yacht to bear away in order to avoid collision, shall forfeit all claim to the prize and pay all damages."

The 22nd Sailing Regulation of the Royal Thames says—"Any yacht bearing away or altering her course to leeward, provided there is no obstruction, thereby compelling another vessel to go out of course shall forfeit all claim to prize."

In all these instances the right to luff is clearly by inference established, while the Royal Mersey, although there is no express rule laid down amongst their spirited Sailing Regulations, have always adhered to the same principle and in the full view of the Commodore and other flag officers the Vindex last year scraped down Channel close to the red buoys and would let no one pass her to windward, while this year Kilmenny, although in another race, would not yield an inch to the big Fiona, but held her, and made her go through her lee, the Mosquito coming up and collaring both while fighting, but not a word of protest was heard from any one about a fair and legitimate right of the water.

I have been unable to find a copy of the Royal Victoria Sailing regulations to see whether they lay down any other course, but am sure the committee of the club cannot have been of the opinion that he was bound to let another vessel go on his weather when in the race for the Queen's Cup at Cowes on the 1st of last August, he luffed Aline right across Egeria's bows, and when asked as a favour to let her pass to windward distinctly refused, saying afterwards (very properly) that to do so would not have been fair to Albertine, the third vessel. And I do not think even Mr. Broadwood himself could have expected Egeria to let Witchcraft go by between her and shore in the race round the island for £100 on the 3rd of the same month, or complained if forced ashore, as he would most certainly have been if Speranza had not been in the way when he tried it on for the third time.

I have now fairly established that the rule as is stated, I may say universally; that the letters of the two captains in your paper (especially that of Captain Corke) shew the Albertine did nothing but what she was fully entitled to do; and that, therefore she has been deprived of the cup without reason, and a wrong done. But with this I have nothing to do; it is a matter for Lord Londesborough himself. But I hope the discussion will have the effect in some measure of opening the eyes of Sailing Committees, Owners, and of every one interested in Match Sailing, to the mischief done by alterations of general rules made here and there, without consideration, and show them the benefit it would be if one good, clear, well-digested set of Sailing Regulations, prescribing the method of starting, the mode of measurement, the time given for tonnage, the number of hands, and sails, and the way of setting them, was adopted and used at every place where regattas

are held: in which case we should have but few disputes or protests, and those that were made easily adjusted.

Yours, &c.,

Dublin, September 7th, 1865.

RED WITH WHITE MALTESE CROSS.

MR. EDITOR.—The letters of my sailing-master and of Red with White Maltese Cross, are such a complete answer to Captain Corke that I need not notice his statement further than to say that there was neither buoy nor mark within miles of us, and that his jib-boom was never at the fore part of our main rigging. I was sitting abaft the main rigging, and had the Witchcraft run into the Albertine her jib-boom would have pinned me. The committee of the Royal Victoria Yacht Club will have abundance of work next season, as of course each yacht will endeavour to get her jib-boom inside the vessel ahead of her, and if successful great will be the wrangling as to whether the leading vessel ought or ought not to have kept away. I quite agree with Red with White Maltese Cross that it is most desirable that all clubs should have the same rules; much wrangling and expense would then be saved.

Yours, &c.,

LONDESBOROUGH.

MR. EDITOR:—Your readers of some 20 years' experience or more may remember an exciting race in the river, when the Blue Belle, running up on the south (the weather shore), luffed on the Mystery as the latter attempted to pass her to windward. The Blue Belle drawing 16in. more water than the Mystery, took the ground. The Mystery also hung for a short time between the Blue Belle and the bank, but sending some hands out on the bowsprit end, and hauling in the main sheet, that she might not foul the Blue Belle, she passed ahead amidst the cheers of the spectators. A few days afterwards an inexperienced gentleman said to Lord Anglesey, "What a shame for the Blue Belle to put the Mystery ashore." The gallant and noble Marquis replied, "By no means, sir; the Mystery went to windward at her own risk—her road was to leeward, and a wide one it was." Your readers may also remember a case that occurred a few years later, when the Antagonist luffed the Mystery ashore on the north, the weather shore near Tilbury. The charge then made against the Antagonist was not that she luffed to windward to hinder the Mystery from passing, but that previously she bore away twice to leeward, and prevented the Mystery from going through her lee. By the decision in this case both rules were vindicated, viz, the protection to a vessel passing to leeward—the non-protection to a vessel attempting to pass to windward. In the year 1851, the Anaconda, and Fernande, schooners, sailing the R.V.Y. Club course, on completing the first round, run neck and neck. The Fernande attempting to pass to windward, the Anaconda luffed in the exact spot where the Albertine luffed. The Fernande tailed the sand, and at once bore away. No protest—then, indeed, it would soon have been disposed of by the flag officers and the committee of that day. The law being thus clear, both in theory and

practice, "that any vessel is justified in preventing another from passing her to windward, even at the risk of putting her on shore," I cannot understand the decision of the late Ryde committee. I can, I think, however, throw some light on the subject. The R.V.Y. Club has no sailing committee in the usual sense of that term, viz., three or more skilful, practical yachtsmen, selected at the commencement of the season, to decide on all protests and disputes.

The fourth sailing rule is as follows:—The Commodore (or in his absence the Vice-Commodore) shall have full power and command afloat; shall have the entire management of the regatta, and have power to call to his assistance any persons whose aid he may require. All disputes shall be settled by him, or whomsoever he may appoint, from whose decision there shall be no appeal."

This rule speaks for itself—"good men may not be on the spot when required," or may not wish to give advice, which may not be followed; in fact, join a court where they are not members, and hardly assessors. There is a strong impression abroad that the late decision was come to on a false issue, or that the Albertine was disqualified under the 14th rule, which is as follows:—

"When rounding any mark-boat, or buoy, the yacht nearest thereto is considered the headmost vessel, and should any other yacht in the race compel the yacht which is nearest to touch such mark-boat or buoy, the yacht so compelling her shall forfeit all claim to the prize, her owner shall pay for all damages that may occur, and the yacht so compelled to touch shall not suffer any penalty for such contact."

That the decision was come to on this rule, may be deduced from the notorious fact that, when explaining the decision next day, the Commodore, remembering that

*"Segnus irritant animos demissa per aurem
Quam quae sunt oculis subiecta fidelibus."*

actually drew a diagram representing the Sand's Head buoy, and two vessels approaching it, the sternmost one with her jib-boom on the weather quarter of the leading one, from which he argued that the vessel with her jib-boom so placed (the Witchcraft) ought to be considered the headmost vessel, and that the Albertine ought to have given way. A gentleman present ventured to suggest that the Sand's Head buoy not being on the chart of the course had no more connection with the question than the Nore Light, and that the 14th rule was just as much in point as the last prohibition in the Decalogue, but no more. And now, sir, I must hope that their duty to themselves, their club, and the yachting public, may induce the committee to rescind a decision at once universally and justly condemned.

WHITE BURGEE.

P.S.—The Albertine was disqualified by a protest from Marina, viz. "That when on the port tack she did not give way to Marina on starboard tack." So Lord Londesborough could not get the prize.

HUNT'S YACHTING MAGAZINE.

DECEMBER, 1865.

YACHTING ON THE NORTHERN WATERS OF SCOTLAND. *

EXTENSIVE repairs were being made at Dunvegan Castle, rendered necessary by the dilapidations of time; the more perishable parts of the structure having decayed to a considerable extent. Indeed it is wonderful that anything but the walls now remain, some portions of it having been in existence, probably, nine or ten centuries. The masonry appears to be as sound as ever. When a passage was being made through one of the walls recently, it was found to be extremely difficult to make it; the stones, of which it was built, being as sound as when first quarried, and the lime with which they were united, perfectly sound and good, and probably, harder than when the walls were first erected.

How different may be the impressions produced by the same scene, when viewed under various circumstances! When visiting Dunvegan in the autumn of the previous season, an account of which appears in a former contribution, the hills and foliage were tinted with the various shades of red and brown, usual at that period of the year, which makes highland scenery so peculiarly interesting and beautiful. At that time the family were residing at the Castle, giving life and interest to the scene. At our recent visit, the family

* Continued from page 488.

were absent, and workmen the only objects of attraction. They and their operations completely annihilated all poetical feeling which may have previously existed. Whilst looking around on the peaceful scenery at Dunvegan, from the deck of the yacht, imagination easily recalled the past, when one clan was brought into deadly feud with another, by rapacity or aggression; or, even by some imaginary provocation, almost without notice or preparation: when "Fire and Sword" spread desolation o'er the land;—when the "Fiery Cross" was passed through the country, with the speed of a racehorse, arousing the inhabitants to deeds of blood and rapine! One might easily picture to oneself, the arrival of a hostile clan at the Castle before us;—the consternation of its inmates on seeing their approach,—the rushing of the invaders up the rocky promontory, their successful assault and entrance; the rushing of affrighted females and children—and the aged, into the secret recesses shown to our party when visiting the Castle; the mortal struggle of the combatants from chamber to chamber;—the ultimate successful resistance of the assailed and those dreary dungeons occupied by the assailants:—the liberation of the concealed inmates and their subsequent rejoicings!

A sadder result might also be conceived, but the gloomier picture may be left for gloomier imaginations. It may not be amiss to explain—although it may appear superfluous to some readers, that the "Fiery Cross" is a pole ignited at one end, and bloody at the other, surmounted by a cross. In case of an enemy approaching a bearer was sent with it to spread alarm. He delivered it to the next person he met, who was equal to carrying it, who in his turn, bore it until he met a third person, and so on, each running at the top of his speed, until the whole of the country possessed by the clans, and those friendly to it were aroused. It is recorded that, in one instance, a tract of thirty-two miles was traversed, in the incredible short space of three hours by that means. During our stay at Dunvegan the yachting party had some pleasant rambles ashore; our photographer procured several very good "negatives" of the Castle, and other objects in the neighbourhood, which, if successfully printed will make a valuable addition to our folio of photographic views of the Highlands of Scotland, and other interesting objects taken by the same artist during previous cruises, betwixt the Clyde, and the far north.

Photography has become a most desirable adjunct to yachting, enabling those competent to enjoy that amusement, to present to those of their friends, where health or circumstances, may not permit them to do so, or to visit the scenery, with reliable views. Sketching is not less valuable, being available in many cases where photography might be impracticable. Left Dunvegan on Thursday morning, the 6th July, at four o'clock, tide serving at that hour, to go round Dunvegan head, to Loch Bracadale, wind veered to the southward, causing us to take a stretch over towards the Island of Uist—in doing which we were becalmed, tide turned which greatly retarded our progress, and caused a disagreeable rolling. When the sun set behind the Island of Barra, it was a most gorgeous sight. The evening being warm and pleasant, all our party were on deck to witness it. A blaze of white light, too brilliant to be regarded fixedly, seemed to crown the summit of the island, which deepened into rose colour and purple, then gradually dissolved in the atmosphere, producing a spectacle of extraordinary grandeur, and solemnity—a supernatural glory, making each little wavelet a flash of golden fire. The sea lapsed into a dead and silent calm, as we approached the rocky cliffs, which, seen, as they were, by twilight, assumed an unusual height and sublimity; nought was heard except “what the wild waves were saying”;—or, the ocean swell, breaking at the extremity of an adjacent cavern, making a sound like distant thunder; the slamming of some mighty door in a subterraneous passage, or vaulted corridor of some old Castle. We literally drifted to the entrance of Loch Bracadale. About eleven o'clock a light breeze sprang up, and we reached our anchorage shortly after midnight. We passed a quiet night, without any misgivings whatever as regards security, knowing from previous experience, and its well known reputation, that better anchorage is rarely, if ever met with, having good holding ground, is moderately deep, and very clean. The entrance, however, is rather narrow, and when going in, it is necessary to keep well away to the starboard side, there being sunken rocks extending a little distance from the point. The upper part of the Loch is known as Loch Harport, or Earport, and is nearly land locked.

The calm of the evening continued until after the sun had risen in the morning, and the yacht lay in the tranquil bay—“like a painted ship upon a painted ocean.” The water was so unruffled that

it reflected every feature of the adjacent hills, and of the dark gray crags near to our anchorage. There was something almost startling in the stillness of all around ; not a sea bird was on the wing—the cormorants, the puffins, the oyster catchers, the sea-swallows, the gulls, and the guillemots, which had been so busy in the evening, each after its own way, seeking its prey, were still slumbering. One enemy however, of the finny tribe was wide awake ; a black round object was seen gliding slowly along the surface of the water, near to the shore, looking at it by the aid of a “Binocular,” it proved to be a seal, which was no doubt in quest of a salmon for its breakfast, of which they are said to be remarkably fond. They are said also to have a decided predilection for herrings as well,—in fact they like variety.

In some parts the natives entertain a superstitious feeling with regard to seals. They believe that the souls of human beings, who perished at the deluge, on quitting their own bodies, entered those of seals. They think it unlucky to destroy them, consequently their lives are spared, even by fishermen, notwithstanding that they occasionally make sad havoc amongst their fishing nets, by breaking the meshes when pulling away the fish from them—or picking out the daintiest parts. Seals are very numerous on the Northern Lochs of Scotland, and, it is said there exists in some of the rocky islands north of Skye, species which grow to a large size. Pennant says in his *Tour in Scotland*, 1769,—“In the month of November, numbers of seals are taken in the vast caverns that open into the sea, and run some hundreds of yards under ground. Seal hunters enter them in small boats, with torches which they light—and, with loud shouts, alarm the animals, which they kill with clubs as they attempt to pass. Sometimes a large species, twelve feet long have been found on the rocks of ‘Hesker,’ one of the western isles.” The rock referred to, is situated a few miles north of Skye, in a wild isolated position—a very suitable resort for seals, and one which even seal hunters might hesitate to visit in the month of November.

Seals are often shot at by yachtsmen, but not often killed, being very difficult to approach, and if killed are seldom secured, because they descend immediately after being struck to the depths of the sea, and do not again rise to the surface. It is related that a fisherman once caught a seal alive, took it to his dwelling, and it became domesticated. It occasionally revisited its natural element—but

returned. For some reason or other, after a time, it was thought by the fisherman's family desirable to be quit of their pet, but their superstitious notions, and fear of consequences, deterred them from destroying it. The fisherman took the seal out to sea, and threw it overboard—it however, returned shortly after, and was found one morning at the fisherman's door. A second time it was taken out, and thrown overboard, still further from shore, and a second time it returned. A third time it was carried far away to sea, but this time the fisherman destroyed its eyesight, unknown to his wife or neighbours, believing by that means, he might effect his purpose, without bringing upon himself the fatal consequences of *killing* a seal. A long time passed without the seal having returned, and the fisherman and family congratulated themselves on the success of their plan of getting rid of it, when one morning, to their great disappointment, the poor maimed creature was found at the door in an exhausted state—and it died immediately after.

From that day, so the story goes—and it is believed by many—the fisherman's troubles, and those of his family, were unceasing, and his own end miserable. The talking fish, which was some time ago, so much talked about, proved to be one of those amphibious animals.

The days are so lengthy in the northern parts of Scotland in the months of June and July,—in fact, there is scarcely any night, and we were so continually stimulated with the changeful grandeur of the scenes we passed, that we seldom felt disposed to retire to our berths, until safely anchored in some sheltered peaceful water, which we were frequently unable to reach before midnight, sometimes not before the small hours had commenced. When cruising on the Northern Waters of Scotland, there are so many safe harbours in the various lochs, that the necessity of passing a night at sea rarely occurs. It may, however, occasionally be desirable to go ahead, in order to catch the tides—if time be an object. Weighed anchor the following morning, wind moderate, and being from the east, was free for sailing out of Loch Bracadale. We had a good view of "McLeod's Maidens" whilst rounding the headland of Runa Clach. On this occasion they did not appear so fairy-like and bewitching, as when seen at our last cruise. Like many other "maidens" they appeared more beautiful under the effects of a golden blaze of evening illumination, than when seen by the light of

early morning. When leaving Loch Bracadale, all sails were sparred, the breeze was so gentle and fair,—but when off Loch Eynort, a sudden squall put the yacht nearly on her beam ends. In course of a few minutes we were sailing under reduced canvas,—topsail and foresail were lowered, mainsail triced up, and scandalized; and the little sail we carried was found to be quite as much as was agreeable. Half-an-hour afterwards, we were carrying all canvas which could be set, and were becalmed; so uncertain is the weather in the Highland Lochs and Sounds,—which may probably be accounted for by the proximity of high mountains, that have the effect of condensing the vapor brought by the wind when crossing the Atlantic ocean, when it comes in contact with them, bringing it down in torrents of rain, thereby causing a local atmospheric disturbance—a squall. These phenomena often come without warning, and when least expected, rendering it necessary to keep a constant look out for them, and to be prepared. Skippers coming from the south, and who have had no experience in navigating the Northern Waters of Scotland, are often taken by surprise, and return disgusted, determined so far as they can, to eschew further acquaintance. Ordinary care and seamanship are all which is required.

When passing through the sound of Soa, there was scarcely any air perceptible on the sails,—but when rounding into Loch Scavaig it freshened considerably, and was ahead of us. We, however, successfully beat through the rocky intricacies, and made the inner harbour safely. At one time we had some doubts as to our being able to accomplish our object, which set us thinking what might be best to be done, in case we had to abandon our object, and it was decided that we should try for a bay, on the Island of Soa, our skipper having, when cruising last season, obtained information which gave him entire confidence as to the practibility of entering it, and with its perfect security in almost all weathers, being sufficiently sheltered and the holding ground good firm clay. His informant, a native of the island, explained to him on the spot, how to get in and out, and assured him that once the anchor was dropped, the yacht would be perfectly safe, so long as the cable was able to hold it. The harbour referred to, is situated at the east end of the island, and is named in the maps of the Admiralty survey, "Camas na-gall" or bay of the stranger—or foreigner, as the inhabitants are pleased to designate all those who are ignorant of the Gaelic language

The harbour is small, and the entrance rather contracted, but may be safely entered by giving a wide berth to the rocks, at each side of it. The information may be useful to others, and, probably on some future cruise to ourselves.

Although the writer, and some of the yachting party, have frequently visited Loch Scavaig, and remained long enough to become particularly acquainted with it, they did not, however, feel less interested than at our previous visit. It is a scene of that striking and extraordinary character, which can never lose its interest by familiarity—but rather gains by it: like a picture marvellously painted, new beauties present themselves at every occasion on which it comes under observation. We recognized as an old friend the “mad stream”—with its beautiful cascade, tumbling, and rumbling, and lashing, and splashing, in its descent from the rocky eminence, forcibly reminding us of Southey’s graphic description of the Falls of Lodore.

Our anchorage was in close proximity to the falls; the monotonous sound of which, contrary to what might be expected, has a decidedly sedative effect. “Rorie More,” alias, Roderick the Great—of Dunvegan, recognised the influence of the sound of falling waters, when he chose for his sleeping apartment one nearest the waterfall, adjacent to the Castle, which obtained for it the name of “Rorie’s Nurse.” It was also recognized by an eminent physician in Switzerland, who caused a dwelling to be erected on a mountain, in the locality of a cascade, to which he sent patients who required pure air and exercise, also those whose overwrought minds required repose. Those whose nerves were enfeebled, and passed sleepless nights, he placed in apartments nearest to the cascade, and the monotonous sound of the falling waters are said to have produced extraordinary results. None of our party experienced any appreciable somniferous effects from the performances of the “mad stream,” which, may be attributable to a gale during the night, the roaring of which through the rigging rendered the noise of the waterfall undistinguishable;—or, in part, by an empty water-cask having been displaced, by a tremendous squall, which sent it rolling along the deck. Notwithstanding that the squalls were severe, we felt perfectly secure, nor was any particularly disagreeable motion occasioned by them.

The early morning was propitious—barometer rising, which circumstance caused a corresponding elevation of our spirits, and of

our hopes, and was as agreeable as it was unexpected, after so wild a night. Weather during the day became dull and stormy, which interfered with out-of-door occupations in general,—and photography in particular. Our photographic *compagnon-de-voyage*, contrived however, during favorable intervals, to procure several satisfactory results, in and about Loch Scavaig. The following day—Sunday, was everything an artist could desire, and the opportunity was not altogether lost by ours; having plates already prepared, he exposed several successfully;—a heinous sin no doubt, in the opinion of many good people in Scotland; his conscience however, fully acquitted him of doing what was unbecoming a christian—he being

“Slave to no sect,—who takes no private road,
But looks through nature, up to nature's God.”

If a writer would describe, or an artist depict solitude, nowhere could more suitable subjects be met with, as an illustration, than Loch Scavaig—or Loch Corruiskin—seen as it has been the privilege of our yachting party to see them. There are persons, no doubt who have visited them, and have pronounced them the most unmitigatedly dull, solitary and uninteresting places in the world—such persons are to be pitied:—

“A primrose on a river's brim,
A primrose only is to him,—
And—nothing more.”

The harbour is so small as to necessitate the yacht being secured by hawsers from shore, to prevent her swinging round, and coming in contact with rocks, which surround her on every side—at no point more distant than a cable's length. Looking from the deck, particularly at low water, it appeared so land locked, that had we not known that we had actually sailed into it, and not been dropped from the clouds, we might have concluded that it would be utterly impossible to sail out of it. A reef of rocks running from east to west from a natural breakwater, partially obstructing the view, seaward—at high water, and entirely so at low water, from the yacht's deck. At each end is an opening or outlet, neither of which however, is visible from the anchorage. That at the east end, is only navigable for small vessels, and that at the west end requires experience, and skilful seamanship to navigate it safely. The harbour in fact is surrounded on every side with bare rocks, some of which are nearly perpendicular, whose peaks are generally enveloped in

clouds. Behind and still higher, are the Cuchullin mountains,—one of which “Scuir-na-gillean,” (Rocky Mountain of the Young Men,) and is computed to have an elevation of about 3,200 feet. It is said to have derived its name from the untimely fate of a party of young men, who attempted to ascend it, without a guide or experience.

It was first successfully ascended by principal Forbes, of St. Andrews, in 1837,—and since then by others, for scientific purposes, amongst whom was Colonel Colby, who caused a cairn to be built at the summit, for the protection of Engineers employed in making a trigonometrical survey—which all will admit, was an extraordinary pursuit of knowledge under difficulties.

If the yachtsman be a geologist, he will not find Loch Scavaig a solitude, what Hugh Miller says of the island of Pabba, may be said of Loch Scavaig, and Loch Corruiskin with equal truth, “Every rock is a tablet of hieroglyphics; every rolled pebble a casket, with old pictorial records locked up within.” To such a yachtsman wildness of scenery may be sublimity,—and scantiness of vegetation a happy means of becoming better acquainted with that page of the *arcana* of nature, in which he may delight to read.

What Hugh Miller in his “Old Red Sandstone,” says of another scene, may be equally applied to the scenery in Loch Scavaig; “Here, a bluff promontory projects with the dark green water, and the white foam in time of tempests, dashes up a hundred feet against its base. There a narrow strip of vegetation spangled with flowers intervenes between the cliffs that sweep along some semi-circular bay; but we see from rounded caves by which they are studded, and the polish which has blunted their low angularities, that at some early period, the breakers must have dashed for ages against their bases.”

If the yachtsman feel interested in the study of Natural History, there he may find a wide field for the gratification of that taste, and healthful amusement, in turning over boulders, clambering over rocks, wriggling into crevices, turning over the algae, or dredging in search of objects for the pursuit of his studies. Or, he may study the habits of sea-birds, as they disport themselves around him.

If the yachtsman be an angler, or an expert with his gun, he may find opportunities for the exercise of his skill. The naturalist has

decidedly the advantage—he not only enjoys the excitement whilst in pursuit of his pleasure, but afterwaads. When the sportsman has killed his game and eaten it he has reached the finale! Not so with the naturalist—he carries on board a collection of marine animals, finds amusement in distinguishing, identifying, or preparing them; his pleasure is continued, and augmented by contemplation of his treasures, and in the study of them when at home.

We weighed anchor about five in the morning of the 10th of July, having been several days in Loch Scavaig, and so far from having passed a dull moment, we left reluctantly. The talented author of "A Summer in Skye," recently published, said, after having visited Loch Corruiskin and Loch Scavaig, "I would not spend a day in that solitude for the world. I should go mad before evening." His friend, Mac Ian, might well exclaim,— "Nonsense!" Several of our party have at different visits, passed at least twenty days and nights there, without experiencing an uneasy moment. On one occasion, amongst the party, was one of the most celebrated artists now living, who, after having passed a fortnight there, painting on the shores of Corruisk, eight or ten hours daily, in the most lonely part of it, and quite alone, so far from thinking it solitary declared, that he would not feel dull there during twelve months, if he had a bothie built on the spot, and ordinary necessaries provided, so much was he enraptured with the wild scenery around him.—"*"De gustibus non est disputandum."*

The author of "A Summer in Skye," may be a very old man if he does not repeat his visit to the scene until his friend, the landlord, has moored a floating hotel at the head of Loch Scavaig full of sleeping apartments, the best of meats and drinks, and a brass band to perform the newest operatic tunes, on the summer evenings. Such a project as that hinted at, appears as improbable to be realized, as building a hotel capable of accommodating several hundred tourists, on the summit of Mont Righi in Switzerland, about 6,000 feet above the level of the sea, appeared to the writer twenty-five or thirty years ago; strange things happen now-a-days. His description of the Lochs is, however, worthy of his pen,—the feeling is truly poetical, although unequal to the description given of them by Sir Walter Scott, in his "Lord of the Isles."

Weather was everything we could desire. We passed Island of Rum on the east side, saw two yachts anchored in Loch Scresort,

which appears well sheltered from westerly winds, anchorage said to be good. Wind fell off, almost to a calm when we were a little way past the island, and, being then exposed to the swell of the Atlantic, the rolling became unpleasant. As we neared Ardnamurchan the sea became smooth as glass, and apparently, perfectly still; but the swell, although almost undiscernable, was quite sufficient to produce those disagreeable oscillations which few can experience without unpleasant sensations. One of our *compagnons-de-voyage*, a young Parisian, did not escape the effects of it. He was one of the yachting party, when the yacht was rounding the Mull of Cantyre, and was driven by a gale into Larne, on the Irish coast: on which occasion he did not suffer from sea-sickness. He thought it extraordinary that he should suffer from it when the sea was calm, and scarcely a breath of wind. Thomas Hood, in his humorous style, when referring to the sea, wrote, "With all thy faults I love thee *still*." Our young friend's knowledge of the English language being limited he did not comprehend the *double-entendre*, until it was explained to him, in which, however, he did not concur, he thought the gale preferable to the calm. Wind freshened as we neared the Sound of Mull, after which, we soon lost sight of Skye, and were ready to exclaim with the poet :—

" Farewell to the land, where the clouds love to rest,
 Like the shroud of the dead, on the mountain's cold breast,
 To the cataracts' roar, where the eagles reply,
 And the lake her fair bosom expands to the sky."

The Island of Skye is the largest of the Hebrides, being about 60 miles long; the sea lochs penetrating so far on each side makes it difficult to estimate the width, it may, however, probably average about 36 miles. The name is supposed to have been derived from the Gaelic word "Ski,"—in English "Mist," and is often called in Galic "Eilean Skianach," or "Cloudy Island;" the mountains being generally enveloped in clouds, particularly during westerly winds, which are the most prevalent; and coming across the Atlantic arrive charged with vapour, which, being arrested by the mountains are there discharged.

We made Tobermorey early in the morning, where we took in various stores, including some very fine lobsters, which are caught in large quantities in, and near, the bay. They were scarcely out of the fisherman's pot before they were in that of the cook,—the

sudden change of temperture made them to look very hot, and, no doubt to feel so. They proved to be excellent in quality, and were feasted upon, almost at every meal,—plain, dressed, or in salads, as long as they lasted. The following morning we had a very pleasant sail to Oban, a fair wind, and cloudless sky. Having still a long evening before us, when we reached Oban, the yacht was laid to, whilst letters and supplies were procured: that being done we proceeded to the Bay of Crinan, which was accomplished in, not exceeding, two hours and a half; and a most delightful and interesting sail we had. We dropped anchor in the small harbour of Crinan, being much better sheltered than the open bay. It is much frequented by fishing boats, there being a convenient landing quay from which there is a good road to Ardrishaig on Loch Fyne, affording facilities at all times for the conveyance of fish by carts to that port immediately after arrival, and is thence forwarded by steamers to Greenock or Glasgow.

Some of the party being desirous to proceed South at once, left the yacht the following morning, and went on board the Canal Track-boat to Ardrishaig, thence per steamer "Iona" to the Clyde. Immediately after their departure we weighed anchor for the Clyde, via. Mull of Cantyre, our young Parisian being of the party, preferring, as he said, to be *mouliné* once more, than to sail on a canal boat. He pronounced the word Mull like "Moul" in the French word "Mouliner," to grind in a mill, which he thought an excellent equivalent for being mulled. Wind fell off to a dead calm when off Carraig-na-dam, and tide being strong against us, we drifted back to Sgeir-na-ruadh. As evening approached wind veered to the south, and commenced to blow strong, increasing to a considerable fresh. As night closed upon us we turned in, but not to sleep. The Æolian music, which the wind played amongst the rigging might have induced to sleep, if it had not been for a bass accompaniment on the sides of the vessel as she struggled through the wilderness of waters. The skipper's voice was heard at intervals above all the row, giving orders to "Try her about," followed by "Helm's-a-lee," on which the yacht wheeled round to the wind,—the sails cracked and roared, as if they would bolt out of the bolt-ropes; rapid foot-steps, stamping like paviors' rammers, played a tatoo overhead; and blocks and halliards, momentarily relieved from duty, thrashed the deck most vigorously. Then followed a short lull, and the yacht

careened over to opposite tack, to which, patiently as we could, we adjusted ourselves in our berths. At times the disposition to sleep was such as to produce a momentary obliviousness, at which time it generally happened that the same noisy performances were repeated. In despair we rushed on deck to ascertain how matters stood, and finding that there was no chance of amendment, the yacht was put back, and about midnight we reached the harbour of Small Isles of Jura, and dropped anchor. The harbour is formed by four islands, so situated as to shelter it from all winds except the west,—from which circumstance its name is said to be derived.

The anchorage is considered moderately safe in all weathers—depth from four to six fathoms. A vessel had been sunk recently at the north side of the harbour, of which no sign remained above water level, masts having been removed, and we had a near chance of dropping anchor upon the wreck. Since our visit, a buoy has been placed over it by the Admiralty, and officially noticed. The position of the harbour renders it a most desirable refuge for vessels going round the Mull of Cantyre, if overtaken by bad weather, or waiting for favorable tide. There are roadsteads at the Island of Jura in which, under ordinary circumstances it might be safe to anchor; Dailaghall, or Lowlander's Bay is frequently resorted to.

Weather continuing stormy we remained at anchor. A small sail-boat, however, ventured out, and was nearly coming to grief. The crew were, evidently, unequal to the management of her, and seeing her distress one of the yacht's crew, who has had considerable experience in sailing similar craft, offered to go on board her, and render assistance; and very cleverly brought her into harbour. His services were gratefully and substantially acknowledged by the party on board her, which they believe were the means of saving them from serious consequences. The gale continuing five other vessels came into the harbour to seek refuge from it, which became furious during the night.

(*To be continued.*)

REVIEW OF THE PAST SEASON.

BY A YACHTSMAN.

Most of our readers will doubtless agree with us when we say that a review of the past is, generally speaking interesting, if it is not positively instructive, and we can but hope that the remarks we are about make, on the season that is now numbered among things that were, may be some source of amusement if not of actual instruction to many of our numerous subscribers.

Few, if indeed any, of our present yachtsmen, can have ever remembered so brilliant a summer and autumn; not only have we enjoyed a most genial temperature, but we do not remember to have heard of any yacht having been prevented by stress of weather from being present at any regatta for which she was bound, nor do we remember a single gale of sufficient length to mar the enjoyment of our numerous cruising craft. Altogether it has been a marvellous season, and one which has been made the most of, not only by yacht clubs using their utmost endeavours to outshine previous years with their list of prizes, but places that one scarcely ever heard of before have come forward and offered cups of no mean value to our yachting men. Of course there have been some drawbacks, such as clubs having unfortunately fixed upon days when the wind was too light; and in one harbour where we have been accustomed to see the finest fleet of racing yachts in the world, we saw this year (solely owing to mismanagement) a sad falling off: still taking it as a whole the season of 1865 has far eclipsed that of any preceding year.

As is generally the case the first club to open the season was the Prince of Wales, and on the 20th of May, as brilliant a May day as could have been chosen, Queen, Dudu, Octoroon, Satanella, Dione, and Gypsy came to the post, varying from 10 to 15 tons. The three former vessels are from Hatcher's yard in Southampton; the Satanella, a lengthened boat of Aldous, and the Dione one of Harvey's production. It was a nice wholsail breeze, and the Queen came in 10 minutes ahead of the Dudu, and the latter vessel 7 minutes ahead of Octoroon, shewing to all appearances an annual improvement in Hatcher's build, so far as the smaller vessels are concerned, as the Queen is a new vessel this year, and the Dudu was launched last year, while the Octoroon is some four years old; at the same time we are not quite prepared to accept this result as an acknowledgement that the Queen is the fastest vessel;

she has large displacement, is well leaded, has enormous sails and was generalised in first rate style; but we would rather pin our faith "*ceteris paribus*" on the lines of the Dudu, which has smaller displacement and less canvas, though at the same time we do not wish to detract from the merits of the Queen, which is a fine bold, roomy vessel, in fact a small ship; and taking her speed and accommodation, which is marvellous, into consideration, she is a most desirable little craft—a credit to her year.

The next club in English waters to sport their racing flags was the Royal Thames, which this year has given no less a sum than £900 to be contended for, and 3rd June chartered a club steamer for the larger class sailing cutters of 35 tons and over, and for second class cutters of over 20 tons and under the 35. This latter race did not unfortunately fill, and it is much to be regretted that three of our most favorite racing craft of that class should this season have been for sale, and that Kilmenny should have come all the way from the North to try her strength in the Thames and have found no antagonist. Her owner was much annoyed at not having been allowed to enter for the first class, and I hardly think with reason, as rules are rules after all, and should be adherred to, particlnarly as regards classification of yachts, as owners build or buy a vessel to run in particular matches, and it is rather hard upon the owner of a large vessel to be found fault with because, after having laid out a great deal of money on a large craft, he does not like to admit a vessel of a smaller class, which in light weather, and over such a course as the Thames would have a very manifest advantage. If there was a want of combatants for the second class there was no such want in the first class, and five as fine vessels as could be seen contended for the £100 cup, and £50 for second yacht,—Vindex, Christabel, Glance, Audax, and Volante. The first is an iron boat from designs by Hatcher, and has sailed remarkably well since her launch in 1862. The Christabel is by Aldous, and is always a fast and dangerous antagonist; she has been lengthened this year by the stern, and has gone well on all occasions. The Glance is one of Hatcher's old boats, and, after a long absence she again appears on the stage; Mr. Johnson having followed the example of Mr. Houldsworth of the Mosquito in buying a famous old racer, and by putting a new suit of muslin on her, bringing her once more into notice and winning many a prize with her. The Volante and Audax are two very fine vessels by Harvey; the former, an old vessel, celebrated in the days gone by for her many contests with the Mosquito, was lengthened by the bow, two years since by Hatcher, and is too well known for further comment; but neither

the day nor the course were suited to the latter craft, which is more adapted for the Mersey in half a gale of wind than the Thames on such day as the 3rd June. The day was not by any means a good one to test fairly the qualities of the different combatants, as the wind was not only at times very light, but what was worse it was variable. The race terminated by Vindex being first, Christabel second, Glance third, Volante fourth; Glance winning the first prize by time with 1½ minute to spare, and Vindex getting the second prize: Hatcher again being the designer of both winning vessels; but as I have before said the wind was light and variable, and the race can hardly be considered as a fair criterion of either the speed or the power of the different vessels.

The next match on the Thames was that of the Royal London on the 5th June, but as the wind was so light as to render it impossible for the contending vessels to complete the course within the restricted time the match had to be sailed again; and we in the meantime must turn our attention to our Western friends on the other side of the Channel, who commenced their season with a new club, called the Prince Alfred, immediately after the match of the Prince of Wales Yacht Club on the Thames.

The Prince Alfred Yacht Club started into existence at Kingstown some two years ago, and though we do not approve of the addition of fresh names to our already numerous list of yacht clubs, still we suppose we must accept the Prince Alfred as being somewhat different to its neighbours, inasmuch as it is a strong advocate of Corinthian crews, and we must also gratefully accept extra sport in whatever shape, or by whomsoever, it is offered; and certainly, if the little club continues as it has begun, it will 'ere long rival its two powerful neighbours in more ways than one.

On the 22nd May the above club offered a £60 prize for vessels belonging thereto, between 25 and 40 tons, the conditions being that they were to be steered by members of the club, and that the crew, with the exception of three paid hands, were to be gentlemen amateurs. Punctual to the appointed time the five following vessels came to the starting buoys—Secret, Echo, Kilmeny, Xema, and Luna; a goodly admixture of youth, middle age, and antiquity. The Secret, next to the Phantom, is I believe, the oldest racing craft afloat, having been built by the Messrs. Wanhill in 1845, and I should say with the above exception, and that of the Mosquito, she has been more frequently victorious than any other craft. After having being a most successful 25 tonner she was lengthened by the bow in 1856, and has since then contended with varied success; but the lengthening of the Phantom made her still

a formidable rival; and the building of the Thought and Glance by Hatcher, placed still greater obstacles in the way of her victories, than she had hitherto met. The Echo is another of Wanhill's build, but a much more recent production, having been launched in 1861, and we do not think that she is any great improvement on the old vessel. The remaining three sail from Mr. Fife's yard at Fairlie, were all built in 1863, and one and all do him infinite credit. The Xema and Luna have a length of rather more than four times their beam, while the Kilmenny is nearly five times her beam. All are beautiful vessels, but the latter for combination of speed and power is perhaps the best craft that Fife ever turned out.

The 22nd May was very fine, but the wind by no means steady during the first part of the match, and by the time that it became steadier the Echo and Luna had floated into a species of calm, and were then drifted out of the course by the tide, so that when the steady breeze came they were fairly thrown out of the race, and therefore so far as they were concerned the trial was not a satisfactory one; at the same time had the wind been ever so steady from the commencement we think so far as places, though not of course time, are concerned, the result would have been the same, and the Kilmenny have been the victor; as it was she arrived at the flag-ship 9 minutes ahead of the Xema, the second boat, which was likewise 5 minutes ahead of the Secret; the Echo and Luna a long way astern; shewing the running on the broad Channel as of the last match on the Thames to be in favor of the more modern vessel.

We find the same club again coming forward on the 5th June, and offering a prize, value £18, for yachts of the club from 12 to 25 tons. Now with all due deference to the ruling powers of the club we hold this to be a very bad classification; a twenty-five tonner of the present day is a very powerful large vessel, and we are quite sure that no twelve ton boat that ever has been, or ever will be, built, can possibly compete under the present system of time for tonnage, with a twenty-five ton craft in whatever weather the former may choose. Admitted that the classification of yachts is a very difficult question, we still feel quite sure that a twelve ton and a twenty-five ton boat ought never to be put in the same company. The Luna, Ripple, and Banba contended under the same rules of crew, &c., as the match we have just recorded.

The Luna has been already described; the Banba is an old vessel of Marshall's build, having been launched in 1850, she has been once if not twice lengthened, has often been seen at the starting buoys and been tolerably successful, she is a deep powerful vessel, and put the two on

shore and we doubt there being much difference either in shape or size between the Luna and Banba. The Ripple was built in 1862 at Belfast by the present owner of the Glide, and until the appearance of the latter, was the champion small yacht of the day. The 25th of June rather resembled the day on which the former match of the club was sailed but still the contest was a fair one from start to finish, the result being again in favour of the more recently built yacht, the race being concluded Luna 6h. 11m. 30s., Banba 6h. 16m. 30s., Ripple 6h. 36m. Os., and considering that they were sailing for five hours, and that the Banba has scarcely any lead ballast and old sails, we think the match is as much credit as any she ever sailed in.

We must now return to Old Father Thames whose waters were the scene of more than the usual complement of matches in June. The first to be recorded is I find the ocean match from Sheerness to Harwich, which took place early in June. Now, as a yachting man who loves to see a well contested match I must confess that I do not like these ocean matches, but as I said enough against them in this Magazine last year, I will merely content myself now with saying that I am still of the same opinion, and that nothing has taken place since with regard to these matches to weaken my argument against them, but on the contrary to strengthen them.

On the 12th June the Royal Thames offered two prizes, one of £100 for the first vessel and £50 for the second vessel without any regard to either rig or tonnage. Now what can more clearly show how haphazard an affair such must be when a vessel of 45 tons enters in a match without any allowance of time to contend in a seaway against such a vessel as the Alarm of 248 tons? or, what can be more disagreeable than to be obliged to get up at four o'clock in the morning to witness a start advertised for five, but which did not take place until seven? However, I will say no more, but proceed with the race, for which were entered a numerous, and a magnificent fleet of vessels, which will be described in the January number.

(To be continued.)

SUMMARY OF WINNING YACHTS—1865.

IN THE following pages are registered a brief account of the performances of yachts during the past season, which we hope is correct, still, notwithstanding a careful revision, errors may occur, and those will be rectified if pointed out. The yachts in the "Starting column," are placed as timed, and those in *italics* came in first, but did not receive the chief prizes.

Regatta and Matches	Date	Winning Yachts	B/Ig Tons	Owner	Value £	Starting Yachts
ROYAL THAMES TO HARWICH.....	June 3	Glance Vindex 12 Alarm.	35 E. cut 45 A. Duncan, Esq. 248 G. Dups, Esq.	Johnson, Esq. cut 72 F. Edward, Esq. 35 E. Johnson, Esq. cut 102 T. Chamberlaynes, Esq. 19 T. Cuthbert, Esq. 19 T. Vampire, Esq.	100 Vindex, Christabel, Volante, Audax 50 second prize 100 Xantha, New Moon, Volante, Christabel, Ma- rina and five others	100 Vindex, Christabel, Volante, Audax 50 second prize 100 Circe, Albertine 60 Roverie 50 Volante, Christabel, Vindex, Marina 50 Marine, Alarm, Xantha and 6 others 40 Dudu disabled 45 50 Dudu
TO RYDE	July	Xantha Gloriana Intrigue Glance 21 Arrow 4 Vampire 5 Vampire	Y1 150 A. O. Wilkinson, Esq. 72 F. Edward, Esq. 35 E. Johnson, Esq. cut 102 T. Chamberlaynes, Esq. 19 T. Cuthbert, Esq. 19 T. Vampire, Esq.	Lord A. Paget 150 A. O. Wilkinson, Esq. 72 F. Edward, Esq. 35 E. Johnson, Esq. cut 102 T. Chamberlaynes, Esq. 19 T. Cuthbert, Esq. 19 T. Vampire, Esq.	50 second prize 100 Circe, Albertine 60 Roverie 50 Volante, Christabel, Vindex, Marina 50 Marine, Alarm, Xantha and 6 others 40 Dudu disabled 45 50 Dudu	12 calms. 50 Xantha, Whirlwind
ROYAL LONDON TO HARWICH.....	June 17	Match for £80 17 Alarm. Xantha Niobe Christabel Niobe Volante 8 Octofoon Dudu Algerine Gipsey	248 G. Dups, Esq. Y1 cut cut cut cut cut cut cut cut cut	Lord A. Paget 41 W. Gordon, Esq. 52 A. C. Kennard, Esq. 41 W. Gordon, Esq. 59 H. C. Mandab, Esq. 12 F. H. Le Mann, Esq. 15 Baldock & Rudge, Esq. 10 F. Rosamom, Esq. 10 T. Fuller, Esq.	10 second prize 40 Christabel, Vindex and nine others 10 second prize 70 Volante, Vindex, Glance 10 second prize 50 Vampire, Dudu, Satanella 10 second by time from Vampire 91 Gipsey, Surprise, Nikomi 5 second prize	75 Enid, Kilmeny, Avalanche, Avoca, Mosquito got ashore
ROYAL WESTERN (IRLAND)	June 27	Glance Kilmeny Glide Mist Moquito Enone	cut cut cut cut cut cut	35 E. Johnson, Esq. 30 A. Finlay, Esq. 14 D. Fulton, Esq. 10 Major Longfield, Esq. 59 T. Houldsworth, Esq. 15 J. Corbet, Esq.	25 second prize 20 Enone, Mist, Fawn 5 second prize by time (P.W. Cup,) Kilmeny, Enid, Glance disqualified 10 Mist, Fawn	75 Enid, Kilmeny, Avalanche, Avoca, Mosquito

Regatta and Matches	Date	Winning Yachts	Rig	Tons	Owners	Value,	Starting Yachts
ROYAL EASTERN.....	June 9	Surge Torch Daphne	cut cut cut	52 15 8	W. Hay, Esq. D. W. Finlay, Esq. and W. Thompson, Esq.	70 30 20	Kilmenny, Eaglet Foam, Brandis Irene, Elfin
ROYAL HARWICH	June 28	Niobe Christabel Queen Vampire Ariel Reverie Satana Dudu	cut cut cut cut sch sch cut cut	41 51 15 19 12 41 15 15	W. Gordon, Esq. A. C. Kennard, Esq. Capt. Whitbread T. Cuthbert, Esq. M. Read, Esq. Courtland, Esq. Capt. Bennett Baldock & Rudge, Esq.	50 15 second prize 50 5 second prize 20 5 second prize 20 5 second prize	Christabel, Surf, Volante disabled 15 second prize Vampire, Dewdrop second prize Reverie, Waterwitch Dudu, Octofoon, Diana, Kitten, Waveney
ROYAL MERSEY	July 5	Mosquito Torch Mosquito Speranza Kilmenny	cut cut cut sch cut	59 16 59 98 30	T. Houldsworth, Esq. W. Finlay, Esq. and T. Houldsworth, Esq. B. Jones, Esq. A. Finlay, Esq.	105 30 100 75 50	Fiona, Speranza, Astarte, Vinder, Kilmenny, Glance, Banshee Surprise, Brenda, Stanley, Enigma, Glide Astarte, Fiona, Vinder, Banshee Snipe, Pantomime disabled Glance, Secret, Queen
ROYAL NORTHERN..	July 12	Fiona	cut	78	H. Lafone, Esq.	100	Mosquito, Astarte, Vinder, Enid, Glance disabled
ROYAL DEE.....	July 19 Aug. 9	Moquito Leebie Torch Gerrard Fiona Torch	cut y cut sch cut cut	59 38 15 68 78 15	T. Houldsworth, Esq. D. J. Penney, Esq. W. Finlay, Esq. and M. & T. Hayes, Esq. Lafone, Esq. W. Finlay, Esq. and	20 30 10 70 50 20	second prize Xema, Crest disabled Glide, Ripple Lebbie lost by a foul Mosquito, Astarte, Vinder, Glance Glide, Swallow
		Dava Thyra	cut cut	7 4	J. Grindrod, Esq. F. Thompson, Esq.	20 12	Windward, Lark, protest (since awarded) Victorine, Princess Mary

Regatas and Matches.	Date	Winning Yachts	Rig	Tons	Owners	Valu. £	Starting Yachts
ROYAL CORK.....	July 25	Mosquito Fiona Secret Fiona Laura.....	cut cut cut cut cut	61 77 30 77 13	T. Houldsworth, Esq H. Lafone, Esq..... D. Keogh, Esq..... H. Lafone, Esq..... D. Abbott, Esq.	100 20 40 100 20	Fiona, Banshee, Heroine, Astarte 20 second prize Avoca (Queen's Ch. Cup.) Banshee, Gertrude, Heroine, Heroine,
	26						
ROYAL YORKSHIRE..	July 26	Surf.....	cut	54	J. Tempest, Esq.	63	Amber Witch, Cinderella, Azalea, Sapphire, Al-
		Amber Witch	y1	51	Sir H. Bacon, Bart.	gerine, Emulus	
		Alexandra.....	cut	15	St. Clair Byrne, Esq.	gs10 second prize	
		Algerine	cut	21	Ivy, Pearl		
		Chloris.....	cut	10	F. Rosamond, Esq.	21 Chlora, Pearl, Gnat	
		Ivy.....	cut	7	G. N. Duck, Esq.	gs6 second prize	
		Alexandra.....	cut	15	St. Clair Byrne, Esq.	21 Ivy, Cinderella, Azalea, Sapphire, Emulus	
		Ivy.....	cut	18	Capt. J. B. Cador, RN.	gs6 second prize	
ROYAL SQUADRON..	Aug.	Egeria.....	sch	161	J. Mulholland, Esq.	100	Aline, Albertine, Viking, Pantomime, Titania,
		Niobe	cut	40	W. Gordon, Esq.	Galates, Aquiline	
		Niobe	cut	40	W. Gordon, Esq.	Arrow, Witchcraft, Egeria, Albertine, Aline,	
						Viking, Marina, Pantomime, Christabel,	
						Galates, Speranza, Sibyl, Cruesa, Titania	
ROYAL IRISH	Aug.	Niobe	cut	40	W. Gordon, Esq.	100	Hirondele, Menai, Osprey, Christabel, Marina,
						Vindex, Astarte, Surge	
ROYAL IRISH	Aug.	2 Fiona	cut	77	H. Lafone, Esq.	100	(Queen's Cup) Banshee, Mosquito, Enid, Dawn,
		Glance.....	cut	35	E. Johnson, Esq.	40	Xema and Kilmeny disabled
		Luna	cut	25	J. McCurdy, Esq.	20	Torch, Kittiwake, Bijou
		Torment.....	cut	5	J. Todhunter, Esq.		Sneezie and four others
		Kilmeny	cut	30	A. Finlay, Esq.	60	Xema, Secret, Luna
		4 Gertrude	sch	68	M. & T. Hayes, Esqs	60	Iolanthe
		Glance	cut	35	E. Johnson, Esq.	30	Xema, Kilmeny, Secret
		5 Fiona	cut	77	H. Lafone, Esq.	50	Mosquito, Enid, Dawn, Banshee
		Torch	cut	15	D. W. Finlay, Esq.	20	Glide, Ripple, Bijou
		Torment.....	cut	5	J. Todhunter, Esq.		Sneezie, Flirt, and two others

Regattas and Matches.	Date	Winning Yachts	Rig Tons	Owners	Vals. z	Starting Yachts
ROYAL WELSH	Aug. 4	Kittiwake Glance	cent cent	20 Capt. P. Irromonger .. 35 E. Johnson, Esq.	g25 50	Anemona, Bijou Klimsey, Secret, Banks
ROYAL VICTORIA ...	Aug. 8	Aline	sch	124 C. Thellusson, Esq.	100	Christabel, Volante, Hirondelle, Albertine, Marina, Witchcraft, Evepine
	12	Chree	sch	124 G. Harrison, Esq.	50	Intrigue
		Volante	cent	59 H. C. Mandlary, Esq.	50	Niobe, Vinder, Christabel, Marina
		Witchcraft	sch	224 T. Broadwood, Esq.	See pp. 444, 475, 521	
	14	Hirondelle	cut	70 Lord H. Lennox.	50	Volante, Christabel
		Aroca	sch	50 H. Godwin, Esq.	26	Hyacinth
		Amulet	cut	48 T. Tippings, Esq.	50	Syren, Moonbeam
	15	Volante	cut	59 H. C. Mandlary, Esq.	40	Meteor
	17	Aline	sch	214 C. Thellusson, Esq.	100	The only starter
		Marina	cut	65 J. C. Morice, Esq.	50	Astarte
		Pearl	Y	164 J. S. A. Dunbar, Esq.	50	The only starter
	18	Witchcraft	sch	224 T. Broadwood, Esq.	100	Pearl, Marina, Osprey
ROYAL WESTERN ... (ENGLAND)	Aug. 22	Folly	cent	12 W. L. Party, Esq.	12	Ida, Stella
		Nelly	cent	6 T. B. Beckstrick, Esq.	15	Vesta, Frolic, Cerulea, Edith, Lapwing
		Vesta	cent	7 A. Adams, Esq.	5	Second prize
	23	Niobe	cent	40 W. Gordon, Esq.	50	Hirondelle, Christabel, Niobe, Vindex, Volante
		Hirondelle	cents	70 Lord H. Lennox.	10	Second prize
		Gertrude	sch	68 M. & T. Hayes, Esq.	20	Intrigue
		Intrigue	sch	72 F. Edwards, Esq.	10	Second prize
		Laura	cut	20 W. J. Kerr, Esq.	21	Vampire, Folly, Stalls, Ida
		Vesta	cent	7 A. Adams, Esq.	10	Edith, Nelly
		Edith	cut	7 W. Clarke, Esq.	5	Second prize
PRINCE OF WALES...	May 20	Queen	cent	15 Capt. Whitbread	25	Octoroon, Satanella, Dione, Gipsy
		Dudu	cent	16 Badcock & Rudge, Esq.	10	Second prize
	July 18	Queen	cent	15 Capt. Whitbread	50	Dudu, Satanella, Octocean, Algerine
		Dudu	cut	15 Badcock & Rudge, Esq.	0	Second prize

Regattas and Matches.	Date	Winning Yachts	Htg Tons	Owners	Value £	Starting Yachts
TEMPLE	May 16	Rifeman.....	cut	6 W. Antill, Esq.	6	Mermaid, Ellen, Silver Star
		Mermaid.....	cut	8 J. Gardner, Esq.	4	Second prize
	July 3	Little Vixen	cut	4 B. Hatchman, Esq.	6	Rifeman, Novice, Ellen
		Rifeman.....	cut	6 W. Antill, Esq.	4	Second prize
	Aug. 28	Ellen	cut	4 B. Rose, Esq.	6	Ripple, Tartar, Zephyr
		Ripple.....	cut	4 H. Porter, Esq.	4	Second prize
PRINCE ALFRED.....	May 22	Kilmenny	cut	30 A. Finlay, Esq.	20	Xema, Secret, Echo, Luna
	June 5	Luna	cut	25 J. McCurdy, Esq.	13	Banba, Ripple
		20 Kilmenny.....	cut	30 A. Finlay, Esq.	20	Erid, Dawn, Secret
NORFOLK-SUFFOLK CASTLEY.....	June 8	Wateryll Blanche	cut	14 H. P. Green, Esq.	15	Kitten, Red Rover, Cygnet
		Blanche	cut	7 R. Morris, Esq.	10	Scud, Vixen, Belvidere
WROXHAM.....	July 6	Wateryll Blanche	cut	14 H. P. Green, Esq.	15	Red Rover, Syren
		Blanche	cut	7 R. Morris, Esq.	10	Scud, Vixen
OULTON.....	Aug. 3	Syren	cut	15 R. J. Harvey, Esq.	15	Red Rover, Wateryll, Kitten disabled
CANTLEY.....	29	Bed Rover	cut	7 R. Morris, Esq.	10	Vixen, Scud
		Wateryll	cut	15 S. Nightingale, Esq.	15	Handicap race—nine started
RANELAGH	July 3	Octoron.....	cut	14 H. P. Green, Esq.	15	
		Zerolite	cut	12 F. H. Le Mann, Esq.	20	Dione, Gipsy, Clytie
	25	Zerolite	cut	11 J. P. Dormay, Esq.	10	Rifeman, Nikoni
		Clara	cut	11 J. P. Dormay, Esq.	12	Spitfire, Silver Star, Electra
WEST HARTLEPOOL	July 11	Chlora.....	cut	6 J. Pin, Esq.	8	Little Vixen, Waterilly
		Dagmar	cut	7 G. N. Duck, Esq.	20	Dagmar, Vie, Ariel, Alarm, Minerva disabled
		Ivy.....	cut	7 R. Jaques, Esq.	4	Second prize
		Cinderella	cut	18 Capt. J. B. Caton, Esq.	42	Cinderella, Azalea
		Mitra	cut	15 T. H. Head, Esq.	5	Second prize
		Alarm	cut	5 J. Douglas, Esq.	15	Alarm, Minerva
				6 A. Spours, Esq.	3	Second prize

Regattas and Matches	Date	Winning Yachts	Rig	Tons	Owners	Value. £	Starting Yachts
CLYDE	July 14	Mosquito Torch Fairy Queen Excelsior.....	cut cut cut cut	59 15 8 6	T. Houldsworth, Esq. D. W. Finlay, Esq. M.D J. Grant, Esq. D. Bryce, Esq.	40 20 15 10	Glance Glide Ripple Brunette, Hawk
SWANSEA	July 18	Vesper	cut	16	G. A. Bevan, Esq.	20	Phantom 10 <i>t</i> , Ianthe 5 <i>t</i> ,
WINDERMERE	July 18	Ripple	cut	8	G. A. Aufre, Esq.	gs12	Ganymede, Wave Crest, Meteor, Eleanor, &c.
		Ganymede	cut	6	L. J. Crossley, Esq.	gs 4	Second prize
		Wave Crest	cut	8	L. J. Crossley, Esq.	gs50	Challenge prize
		Meteor	cut	7	Capt. G. J. Ridehalgh, Esq.	gs12	Ganymede, Meteor, Mayflower, Eleanor disabled
		Kilmenny	cut	30	A. Finlay, Esq.	gs 6	Second prize
BLAIRMORE	July 22	Torch	cut	15	D. W. Finlay, Esq. M.D	20	Torch, Fairy Queen
		Satanella	cut	14	Capt. P. Bennett	5	Second prize
GREAT YARMOUTH	July 25	Clytie	cut	12	S. Harwood, Esq.	30	Clytie, Waveney, Dudu
		Myth	cut	9	R. J. Harvey, Esq.	5	Second prize
BURGH	Aug. 14	Scud	cut	9	J. Morgan, Esq.	20	Red Rover, Waterlily, Ariel, Cygnet, &c.
		Red Rover	cut	14	S. Nightingale, Esq.	10	Vixen, Vampire latteen
DARTMOUTH	July 27	Iris	cut	8½	H. Harrison, Esq.	12	Waterlily,
		L'Hirondelle	cut	10	F. Ste Croix, Esq.	12	Blanche, Vixen, Merlin
WOODBRIDGE	July 28	Stella	cut	10	Capt. Bayly	10	Coral, Xantha, Secret
		Coral	cut	11	B. Hocking, Esq.	gs 3	Second prize
		Launcet	cut	5	G. Farrow, Esq.	7	Jolly 3 <i>t</i> .
		Kitten	cut	3½	Capt. Earle, M.M., Esq.	8	Lancet, Lisette
		Octoroon	cut	13	W. H. Clabburn, Esq.	2	Second prize
		Jessie	cut	12	F. H. Le Mann, Esq.	12	Octoroon, Clytie, Satanella got aground
			cut	3	J. Adams, Esq.	3	Second prize
			cut	1	Helen 1 <i>t</i> , Topsy 10 <i>s</i> .	2	

Regatta and Matches	Date	Winning Yachts	No. of Yachts	Owner	Value £	Starting Yachts
IPSWICH	July 31	Octoroon	cut	12 H. Le Mann, Esq.	ge20	Satanella, Kitten, Dudu, Dionne
GREAT GRIMSBY	July 31	Cinderella	cut	15 T. H. Head, Esq.	ge25	Alexandra, Ivy, Sapphire, Emulus, Azalea
BRAY	July 31	Banahse	cut	52 J. Jones, Esq.	50	Mosquito, Enid, Fiona disabled
		Glares	cut	35 E. Johnson, Esq.	105 Xena, Secret, Kilmeny	
		Torch	cut	15 D. W. Finlay, Esq., M.D.	21 <i>Lass</i>	
		Sneerer	cut	6 F. W. Hammond, Esq.	5	Torment and five others
SOUTHAMPTON	Aug.	1 Queen	cut	15 Capt. Whitbread	20	Folly
		2 Volante	cut	59 H. C. Mandley, Esq.	105	Challenge Cup—Astarte, Christabel, Flying Fish
		Astarte	cut	75 W. Batterby, Esq.	21	Second prize
		Don Juan	cut	10 W. Cooper, Esq.	20	Folly
BECCLES	Aug.	7 Blanche	cut	7 R. Morris, Esq.	ge10	Scud, Vixen, Imogen
		Reindeer	cut	8 H. Reynolds, Esq.	3	Rosalind 2 <i>l.</i> , Volunteer 1 <i>l.</i>
SUNDERLAND	Aug.	9 Chloro	cut	7 G. N. Duck, Esq.	15	Cinderella, Wasp, Osprey, Alarm, Metra, Damer, Minerva
		Cinderella	cut	15 T. H. Head, Esq.	6	Second prize
		Alarm	cut	5 A. Spoores, Esq.	8	Metra, and seven others
		Metra	cut	5 J. Douglas, Esq.	2	Second prize
LOWESTOFT	Aug. 10	Satanella	cut	15 Capt. P. Bennett	20	Red Rover, Waveney, Kitten, Syren
		Vixen	cut	9 Col. Wilson & Millard	10	Scud, Glance, Vampire, Vindex
		Scud	cut	9 J. Morgan, Esq.	4	Second prize
MALAHIDE	Aug. 15	Virago	cut	10 J. Eyre, Esq.	15	Magnet, Emu
		Torment	cut	5 J. Todhunter, Esq.	7	Truant 3 <i>l.</i>
PORTRUSH AND SOUTHSEA	Aug. 17	Niobe	cut	40 W. Gordon, Esq.	ge50	Vindex, Christabel, Astarte & Volante disabled
		Vindex	cut	45 A. Duncan, Esq.	ge20	Second prize
		Vampire	cut	19 T. Cuthbert, Esq.	ge25	Dudu

Regattas and Matches	Date	Winning Yachts	Rig	Tons	Owners	Vala. \$	Starting Yachts
TORBAY	Aug. 21	Christabel	cut	52	A. C. Kennard, Esq.	50	Hirondale, Volante, Niobe, Astarte, Vindex
		Niobe	cut	40	W. Gordon, Esq.	10	Second prize
		Vampire...	cut	19	T. Cuthbert, Esq.	20	Laura, Coral
		Laura	cut	20	W. J. Kerr, Esq.	5	Second prize
		Foxie	cut	9	R. Boyle, Esq.	5	Phantom 24, Psyche
CORNWALL	Aug. 29	Intrigue	sch	72	E. Edwards, Esq.	50	Gertrude
		Gertrude.....	sch	68	M. & T. Hayes, Esq.s	50	Second prize
		Gloane	cut	35	E. Johnson, Esq.	42	Volante
		Volante	cut	69	C. Mandallay, Esq.	5	Second prize
		Ida	cut	11	R. Hocking, Esq.	5	Stella
		Stella	cut	11	W. Lean, Esq.	5	Second prize
ABERDOVEY	Sept. 1	Kittiwake	cut	20	Capt. P. Ironmonger	35	Mystery, Emerald
		Mystery	cut	20	Rev. T. Griffith	15	Second prize
DOVER,.....	Aug. 31	Christabel	cut	51	A. C. Kennard, Esq.	40	Niobe, Elfin
		Niobe	cut	40	W. Gordon, Esq.	15	Second prize
		Elfin	cut	20	J. Stanton, Esq.	5	Third prize
BAFFICOMBE	Aug. 31	Ianthe	cut	13	A. Moore, Esq.	7	Coral 24, Lapwing 12,
BARMOUTH	Aug. 29	Kittiwake	cut	20	Capt. P. Ironmonger	45	Mystery, Emerald
SCARBOROUGH	Sept. 3	Surf	cut	54	J. Tempest, Esq.	45	Alexandria, Cinderella, Sapphire, Azalea, Maud
		Alexandra	cut	15	St. Clair Byrne, Esq.	10	Second prize
		Cinderella	cut	15	T. H. Head, Esq.	5	Third prize
		Chlora	cut	7	G. N. Duck, Esq.	5	Pilot, Galates, Metra
		Pilot	cut	14	Capt. Mackwood	5	Second prize
		Quiver	sch	13	Capt. Chamberlayne	10	Octoroon
		Don Juan	sch	10	W. Cooper, Esq.	20	Algerine
		Rosalind	cut	9	J. Morgan, Esq.	10	Persia, Vampire, Vixen
		Rosalind	cut	7	J. Hogg, Esq.	4	Volunteer, Bulldog, La Chasse
SUFFOLK MODEL	Sept. 18	Rosalind	cut	7	J. Hogg, Esq.	10	Paragon, Volunteer

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.*

THIS Niobe, 41 tons, having won £485 occupies the place at the head of the poll held last year by the Vindex, with £420, and appeared for the first time in the *Yacht List* for 1865, but is not, quite a new vessel, having been laid down in 1863 by Dan Hatcher, at Southampton, and intended for Mr. Seddon, but on his preferring the well-known Phryne she was finished by her builder on speculation, and sold to Mr. Gordon, one of the eminent firm of sailmakers at Southampton, and by him rigged and furnished with her present suit of canvas.

From the first she has proved herself an out and-out-clipper, beginning her career on 5th June, by starting for the first class race of the Royal London Yacht Club, against Volante, Vindex, and Glance, which match was unfinished from want of wind. On 17th of same month she sailed in company with thirteen others, from Alarm 148 tons, to Dudu 15 tons, in the race of same Club from the Thames to Harwich, having a stiff breeze and a dead beat, she showed remarkable sailing qualities, coming in third to Christabel and Alarm, and winning, on her time allowance, the prize for cutters by 1m. 10s. from the first named vessel, while she was only 2m. 50s. behind the celebrated Alarm, a wonderful performance, and one bidding fair for future excellence, especially as Marina, Volante, Vindex, Xantha, and Whirlwind were found in the ruck behind her. She tried her luck again on the 20th, when the match unfinished on the 5th was re-sailed, and in very light weather, took the lead from the post and beat Volante, Vindex, and Glance without any time allowance. At Harwich on 28th she again defeated Christabel, Volante, and Surf, and then lay by until 3rd August, when she got into a real good thing, being handicapped in the open race of the Royal Yacht Squadron, round the Isle of Wight, to receive time from nearly every vessel in the match, and 40m. from the Arrow; this she won with great ease, coming in, close up with the new schooner Witchcraft, 241 tons, only 13m. 30s. behind Arrow, and landing 100 sovs. which she doubled next day in the cutter match, defeating Hirondelle, 68 tons, Wanhill's new crack, by her time allowance, and arriving before Meau, 79 tons, (Ratsey's last effort,) Osprey, Astarte, Christabel, Vindex, Marina, and Surge.

It must be confessed however, that she had uncommon luck in both these matches, or rather was handled with great judgment, as she hugged

* Continued from page 494.

the mainland shore, and on the first day caught the squall out of the Southampton water, which baffled all the leading vessels, enabling her to lie right up for Cowes from Stokes Bay, while the yachts on Island side were headed back to where they came from ; and on the second day creeping up along the land, while Hirondelle and Marina were battling and destroying each others chance, she passed both ; but with King Dan and Tom Dutch to sail her, it is needless to say how she was handled; while her stiffness under canvas and the way she looked up in the heavy puffs surprised all who saw her, especially as "trimming with ballast or dead weights" was strictly *prohibited*. She is by no means a very rakish vessel to look at, being a trifle short and high out of water, with much free board, and far from as pretty as her rival the Christabel, which is the *beau ideal* of a graceful smooth water racing craft: never having been on board I cannot speak as to her fittings or accommodation, but her sails seemed perfection, and to them and to the accurate placing of her mast, much of her success may be attributed.

She won afterwards at Portsmouth, but was beaten at Ryde, in a strong breeze and heavy sea by Volante, and again at Torbay and Dover by Christabel, while at Plymouth a dispute as to the proper course ensued between her, Hirondelle, and Christabel, and I have never heard who got the cup.

The Fiona, 78 tons, which stands next on the list, and first of the vessels which confined their competition to the Irish Channel, is a boat of the present season, and was constructed by that well-known clever builder, Wull Fife, on the banks of the bonnie Frith of Clyde, for Mr. Lafone, a Liverpool gentleman; and from the first gave promise of great speed, altho' she was not like the Niobe successful in her maiden attempt, which was made on the Mersey, 5th July, when she met the Mosquito, Vindex, Astarte, Banshee, Glance, Kilmeny, and Speranza, all well known racing vessels for the £100 prize, presented to the club by the fair Lancashire Witches, which she was within an ace of carrying off, altho' sailed under very great disadvantages, as besides there being some hocus pocus about her ownership, she was quite fresh from the stocks, light in ballast, rigging and sails unstretched, and her captain and crew unused to her or to each other. To counterbalance these defects however, she had great size and power, and besides her skipper Houston of Largs, a good and steady man, had on board her builder Wull Fife, a host in himself, and Mr. Rowan, formerly owner of the Oithona and Cymba; and thus assisted made a capital race, wresting the lead from the Mosquito before coming up to the North-west lightship, and never being headed afterwards, altho' she was not able to

gain the time allowance she had to make to the iron wonder, who saved her distance, but only by 30s. Next day she showed great lightness of foot at starting, and forced her way through Mosquito's lee and out on her weather bow in a way which, as our Yankee friends would say "was a caution," but as the breeze freshened she seemed to want ballast, and to lie down under her canvas, having eventually to content herself with the fourth place at the finish—Astarte gallantly going in first, but being obliged, as Fiona the day before, to yield the prize, on time, to their veteran rival. The Scotch lassie thence made her way back to her birth-place, where she took in 1½ tons more ballast, making 13 tons of lead, with 36 tons of iron, also receiving a new and stouter mast, and she then turned the tables on the Mosquito, beating her, as well as the Vindex, Astarte, and Glance, with plenty of time to spare, on both days at Dunoon; and from this her career was almost uninterrupted, winning her Majesty's cups at Dublin and at Cork, the prize given by the Royal St. George's Yacht Club at Kingstown, and only losing at Bray by carrying away her gaff when apparently quite sure of victory—she was however, beaten on time by Mosquito the second day at Queenstown.

The Fiona is a noble looking cutter, very heavily built of oak, teak, and mahogany, 76ft. long on deck, 15ft. 8in. beam, 11ft. 10in. draft of water, mast 47ft. deck to hounds, bowsprit out board 32ft., boom 57ft. 6in., gaff and topmast each 38ft. She has a very graceful sheer and more power with a longer floor than some of Fife's late vessels, and I hope next season to see her matched against Hirondelle and Menai, which are fine specimens of her own class, or tackling the old Arrow with a fair allowance for tonnage.

The ambitious little craft which ranks third in the value, though first in the number of her winning races, being under 40 tons, ought properly to be ranked amongst the second class cutters, but the Glance ever since Dan Hatcher laid the foundation of his present renown as a builder, by turning her out for Mr. Bartlett, has always flown at higher game, and there are few amongst the biggest or fastest of our clippers which have not had at one time or another to yield their laurels, to this elegant and swift little vessel. As I intend some day or other to collect a full list of hers as well as Mosquito's doings from their first matches to the present time, I need not go back to her old exploits but merely say that she is one of those evergreen and unaltered vessels which seem to increase in speed and success as the times require it, for since 1855 when she first began to be a thorn in the path of the Cymbla, Amazon, &c., few years have passed without her name appearing in the prize

list. In 1860 Mr. A. Duncan purchased her, and with Jack Downes at her tiller, she began a series of victories, and many a saucy big one was doomed to see the cup, when apparently safely in her grasp, snatched from her by the unexpected appearance of the blue burgee with the silver fleur-de-lys coming flying up the river under the influence of the flowing tide and freshening breeze, and well within time to save the distance of the little ship by the help of her tonnage allowance. Last year having passed into new hands she kept at home, and her exploits were chiefly confined to Southern waters; but this season having again changed owners she commenced on the 3rd of June by winning the match of the Royal Thames Yacht Club for first class cutters, taking her time of Vindex and Christabel, and thrashing Volante and Audax handsomely. On the 19th of the same month she carried off Sir Gilbert East's prize for cutters, beating Volante and Christabel on time, and coming in ahead of Vindex, Audax and Marina. She gave up in the Harwich match of the Royal London Yacht Club, and got soundly beaten by Niobe and Volante in the cutter match of that club on the 20th of June; but undaunted she turned up on the 27th at Queenstown, where the Mosquito having gone ashore she landed 75 sova. from Enid and Kilmeny, tho' next day she was well licked by Mosquito and the little Scotch clipper, with which she had afterwards so many and such close matches.

At the Mersey where she had done so well in former years she was not successful against the big boats on the first day, but on the second she came in first of the second class cutters, losing however at her old game of tonnage allowance by 20 seconds to Kilmeny. Soon after she was found at Dunoon, only, however, to meet too heavy metal in the Mosquito; and at Bray on the 31st of July she defeated Kilmeny, Xema, and the well known old Seeret, which like the Mosquito has been this year altered and improved by having her stern-post set more upright. At Kingstown on the 2nd and 5th of August she followed suit by again beating the same vessels, but did not go to Cork, preferring Carnarvon, where she a fourth time defeated Kilmeny, this journey however, owing to the Scotch Lassie becoming disabled when she apparently had the race in hand. She wound up her busy and creditable season by again trying at big game, and polishing off the Volante by time at Falmouth for the Corinthian cup value £40. It is rather hard to say which, she, or Kilmeny, is the best, and their respective skippers, George Bartlett and Allan Douglas, are both very confident, especially in strong weather, when without shot bags, I should be disposed to back the latter; but next season will probably tell the tale of "which is cock of the walk."

The dimensions of the two yachts are:—

Glance—Length, stem to stern-post 58ft. 8in., breadth 11ft. 10in., depth inside 10ft. 8in., draft of water aft 9ft., forward 7ft.

Kilmeny—length 55ft., beam 11ft. 4in., draft aft 9ft. 8in. forward 6ft., mast 37ft. 6in., boom 47ft., gaff 27ft., bowsprit 22ft. 6in., top-mast 29ft., lead keel of 3 tons, ballast 10 tons of lead and 4 tons of iron moulded, being both on the same principle, great length nearly five times in proportion to beam, long floors and ballast very low in them, so as to carry large spars.

The "dear old Lady" comes fourth on the list with £410, having been second with £382 last year, and her fame is so well and universally spread that it would indeed be a thrice-told tale for me to describe her. She has, however, for the first time since she left the stocks in 1848 been altered in her hull during last winter, having had her keel lengthened 8 feet, and the head of stern-post brought in 20 inches on deck, thereby reducing the excessive rake given to it when a short keel was a desideratum in order to reduce racing tonnage. This alteration has made her much easier to steer, especially when off the wind, and given her a longer floor to run and reach upon; and she was also carried out a little forward above the water line to ease the resistance in a seaway. She began the season unluckily, a lout of a pilot having let her go ashore at Queenstown on the 27th of June, when winning her first match easily, and she had a narrow escape of closing her career in the Cove of Cork, but fortunately was got off without injury; and after an unsuccessful attempt, from lack of wind at racing next day, she on the 29th put the handsome cup presented to the club by His Royal Highness the Prince of Wales into the plate chest of her worthy owner: following up this success at Liverpool in the next week by winning both the Ladies' Prize and the 100 sovereign cup, beating large fields. After this exploit she seemed rather to fall off, and was beaten five times by Fiona, and once at Bray by Banshee, but managed to beat the former once at Queenstown, and to defeat Glance easily at Helensburgh.

When opened for alteration her plates were found as strong as when they were put into her, and there seems no reason why she should not come out next spring as fresh as ever, being a curious instance of a boat continuing to win races year after year in spite of all modern theories and improvements; and also a sample of the ill luck which often attends the wisest men in being just a little too late in carrying out a well devised scheme. Had Mr. Couper kept and brought her out as a racer when he first bought her instead of building Aeolus and Surf, he would in all probability have swept the Channel of prizes, while if her

present owner had made his recent improvements before the Fiona came out, he would (to take a line through the Vindex) have won almost all the matches he sailed for; and the same remark will hold good as to Christabel, who but for Niobe would this year have stood A1.

As it may interest some readers to compare the dimensions of the Mosquito and her spars, &c., with those of other clippers I add her measurements although they have appeared before in this Magazine, and express a strong hope that she and her excellent skipper, Tim Walker, will for many more matches show the young ones how they should go, and how a racing cutter should be handled, which in smooth water and a dead beat to windward she can well do; although in running or reaching, or with a sea running, some of the longer floored and sharper vessels are rather too much for her. She is 68ft. over all, for racing tonnage 63ft., beam 15ft. 3in., draft 11ft. 4in., hoist 46ft., boom 52ft., gaff 38ft., topmast 37ft. 6in., bowsprit 33ft.

Curiously enough her ancient rival the Volante stands next to her, but *longo intervallo*, on the prize sheet, and "the old woman" appears to have had rather a sore time of it amidst her active little sisters—Niobe, Christabel, and Glance, as she sailed more matches than any other yacht throughout the year, frequently coming in foremost, alas! losing the prize by over weight; in fact her great *forte* being running and reaching in a strong breeze, she found it almost impossible, unless under most favorable circumstances, to get away from such fast craft as I have mentioned, by a sufficiently long distance to clear herself. Half Ackers' scale i.e. 5m. 55s. to Niobe, and 2m. 20s. to Christabel, and 8m. to Glance is an amount of dead weight it is difficult to carry; and at many places even whole Ackers', or half-minute time was allowed, which put her quite out of Court. She was lucky, however, in landing the Southampton Challenge Cup for the second and last time, as Christabel lost first her boat and then her bowsprit, while for the Ryde Town Cup she had only a screw steamer under canvas to contend with. Altogether her day seems a little gone by, altho' the lengthening of her bow and after body and the setting of her stern-post more upright alterations made in the spring of 1864, no doubt greatly improved her, but at the same time so increased her tonnage as much to interfere with her chances. No one deserves to win better than her young and spirited owner who has stuck to racing most pluckily both the last seasons, while no yacht could be sailed more honestly and fairly, and he has this year set a good example to others, by presenting a cup to be contended for by amateur crews and steersmen, and himself working hard on board the winning craft.

The Christabel closes my series and was built in 1857, being formerly known as one of the long string of Violets constructed at Brightlingsea by Aldous, for Mr. Kirby. She did little or nothing under that name, but in 1861 having been purchased by Mr. H. H. Kennard, she was lengthened and improved, and at once came out as a fast sailer, especially in the river. She won a great many races in that year, and two following although rather overmatched by Phosphorus, Phryne, and Osprey, and being quite useless in the troubled waters at Kingstown and Cork. She laid up all 1864, but having been again lengthened she re-appeared at the Thames matches of this season the very model of a long low saucy thorough bred looking racer, and evidently extremely fast, especially as of old in smooth water. Unluckily for her present owner, Mr. A. C. Kennard, she was one year too late, and met Niobe who early established an awful raw upon her and beat her by her time allowance nearly every time they met, the Glance also frequently doing the same. She won several second prizes however, and had two disputed races one with Vindex for the cup given by Capt. Lovett for second vessel, and another at Plymouth with the Niobe, and as I have not heard the result or the decision arrived at I have not credited her with either of these prizes. Towards the end of the season she seemed to improve, and had the best of Niobe at Torbay, but Hirondelle was too powerful for her both at Plymouth and Ryde. She will always, be a favorite from her appearance and the style she shows, and I should like much to learn some particulars about her, but suspect when it blows she would like some propping up with shot bags, and would do little in a sea way.

I have now gone through the exploits of the six first-class cutters which have won the greatest number of prizes, and the largest amount during the past season, but from the length to which my notes have run must reserve the smaller cutters, and the two masted vessels until next number, suffice it now to say a few words about the other large cutters, new and old, which have sailed for, but have not been fortunate enough to secure many prizes; and of course the first of these must be the Vindex, whose fallen fortunes are the more remarkable as for the last two years she has been at the head of the list, and being built of iron is not likely to have lost shape or form, or to have become water soaked, while the same skilful heads and hands which have so often guided her to victory still remain in charge of her. She sailed in fourteen matches throughout this season but only won two second prizes value £71, unless I may add third Capt. Lovett's cup value £25, which was disputed between her and Christabel, and how it was decided I have not heard—but as it was founded on the measurement of the latter boat and she con-

tinued to sail as 52 tons throughout the season, I conclude Mr. Duncan was wrong, although the way in which the same vessels are entered to sail at different places at the most varied tonnages, supposed to be computed by the mere rule of measurement makes it by no means certain what the result of a protest on the ground of size may be, and painfully shows the necessity of the yacht clubs combining together and making each owner when he comes to make an entry, produce a certificate signed by a competent authority like that issued by the Royal Thames Club, which shall be conclusive evidence as to her tonnage at all regattas.

As instances of the present system I may name Niobe and Volante which began the season in the London river as 41 tons and 60 tons respectively, but when they left the fresh water they shrunk into 40 and 59 tons, a variance which though small in itself, might in these days of close shaves and races won by a few seconds, make all the difference in the result. The rule of measurement known as that of "Royal Thames" has been now almost everywhere adopted, why should not the mode of applying it be equally universal?

The Hirondelle, 68 tons, a new cutter, built by Mr. Wanhill, deserves notice as, coming out late in the season and therefore under a great disadvantage when coping with boats which had been racing throughout it, she sailed very well in all her matches and generally came in first, but having to allow a large time allowance to such vessels as Niobe, Volante, and Christabel usually lost the prize. Her first appearance was in the cutter match of R.Y.S. on 4th August, when she met seven well known clippers, and also the Menai, 79 tons, a maiden boat, built by Messrs. Ratsey, of Cowes. While the breeze was strong this craft seemed to have it all her own way, heading the rest by more than 10m., but as it lightened towards evening Hirondelle, Niobe, and Christabel gradually closed with, and eventually defeated her, Hirondelle arriving first but having to give 17m. 50s. to Niobe, (a tremendous allowance,) she of course lost by time. Her race for the Ryde Town Cup the next week was not satisfactory; but getting a little more wind the following day, she beat Volante and Christabel for Mr. Kennard's prize and was first at Plymouth, but was defeated by them and by Niobe at Torquay. She is a very handsome vessel and shows many characteristics of Poole building. Length on deck 70ft. beam 15ft. 6in., mast deck to bounds 43ft. 6in., boom 55ft., gaff 38ft., bowsprit 32ft., topmast fid to sheave hole 35ft., and carries these sticks very well. She is certain next year to be heard of at the principal regattas, and to do credit to her owner and builder.

Of the old cutters which have appeared throughout the year, Arrow has only sailed twice, the first time she carried off Mr. Salt's handsome prize value 150 guineas, in the race from the Thames to Ryde, beating Alarm and some twelve others by nearly ten hours, and the second in the open race of the R.Y.S. round the Isle of Wight, being handicapped to give Niobe 40m., an almost impossible task, actually beat her and several of the fastest yachts in England by a considerable time, altho' not sufficient to claim the 100 sovs. She is a noble old craft, a wonder to sail, and one always to be kept on the safe side of the book. If she would cross the Channel next season and try her speed, at Liverpool, Kingstown, or Queenstown, she would meet Fiona and others, in a more open sea, than in the Solent or on the Thames, and her size would give her a great chance. She is another of the vessels whose size seems to be very elastic as listed and sailed for many years as 102 tons, in 1863 and 1864 she suddenly shrunk to 94 tons, while this year she appears as 97 tons, a fact not easily accounted for when her hull has not been altered.

Marina, Osprey, and Audax also sailed several times but with little success, the day of the two former having apparently gone by, and the latter tho' newer, seems to have lost the speed she used to possess, which is a great pity, as a more plucky yachtsman than her owner, or one who enters more fully into the spirit of racing, does not exist, and he ought to be better carried. Time and space warns me to close this long story, and hoping to resume next year with the remaining vessels in the list.

Yours, &c.,

RED WITH WHITE MALTESE CROSS.

YACHTING INTELLIGENCE.

We understand that the celebrated Torch has been purchased by G. Thompson, Esq., Royal St. George's and Prince Alfred Clubs; and Torpid, 27 tons, by Major Longfield, (formerly owner of Foam and Glance,) of Royal Cork Club, and that the Ripple, 12 tons, one of the fastest of her class is for sale. •

THE WRECK REGISTER FOR 1864.

THE season of storms and shipwrecks having again commenced, it will not be inappropriate to make a few remarks on the Wreck Register of the British Isles for the past year. When the bright sunshine leaves us, when the autumn weeks lose their softness, and the rain and fitful blasts shake our window panels, we look instinctively to bleak coasts for accounts of sad disasters. There, if anywhere, will the change of weather produce doleful calamities, and bring with it stranded merchant ships, over which the waves will break like cataracts, and from which will come the piercing shrieks of strong men who see the waters hopelessly engulfing them, though they are probably but a stone's throw from the shore.

But fortunately as well as death and despair there is also heroism, to make the scene often memorable. It is only at such times that the nobility of nature, the power of self sacrifice, the defiance of death which is latent in the humblest of our kind, comes widely into light. Rough, unkempt, ignorant men, with wives and children of their own to provide for, are ready, and ever eager, when the vessel is on the rocks and the waves are breaking her in pieces, to leap into the life-boat of the National Institution, and rush through a wall of tumbling surf, in which it seems impossible for anything put together by human hands to live. But these weather-beaten fellows have performed the feat a hundred times ; they have been swamped, some of them ; they are still alive and hearty, and are ever ready to man the life-boats during fearful storms. Their boats have been saved against wrecks, for which they had gone to pick off the benumbed and helpless crews, and still they managed to float ashore, by means of their cork jackets and their skill as swimmers.

In the face of the gratifying fact that our commerce is year by year expanding itself by many thousand of tons of shipping, it is a lamentable and mortifying truth, that the advance of our science and skill does not keep pace with this expansion, in diminishing the number of wrecks that every year play out their tragedy on our shores.

With unfailing progression, the wrecks and casualties, during the past year, have moved on from month to month, until the aggregate number amounts to 1,741.

So great is the number of our losses in shipping, that the admirable document of the Board of Trade, the Wreck Register, has become at last a publication of great importance and interest, chronicling, as it does every year, with unfailing accuracy, not only the loss or disaster to

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To accompany the Nautical Magazine.

WRECK CHART
OF THE
BRITISH ISLES
FOR
1864.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

• Signifies a Casualty
or Represents a Life Boat.

Scale of Nautic Miles.
10 0 50 100

every vessel in our seas and on our shores; but also the number, so far as can be ascertained, of the precious lives lost therefrom.

It may be argued that this loss of life and destruction of property are the natural consequences of our immense and increasing commerce, representing, probably, seventy millions of tons of shipping, and of the value of five hundred millions of pounds sterling.

In commenting on the facts detailed in the Register, it is not our province to dwell minutely on the destruction of property, as that is a matter which concerns shipowners, underwriters, and others, but our observations will bear more particularly on the lamentable loss of life; although it is an encouragement to know that we are making great and rapid progress by our life-boats and other means to lessen such loss.

Our life-boats and rocket-apparatus have multiplied amazingly on the coast; and in lieu of having to lament, as in past years, the loss of 800 or 1000 lives during the last twelve months, the number who perished on our shores during that period amounted to 516 only, amongst 4,000 or 5,000 persons placed in imminent peril by shipwreck; the number lost in 1863 being 650. Still, this is a large number; and it is to be hoped that the public will continue to support the National Life-boat Institution, that it may unceasingly use every effort to reduce even that number.

It appears from the Returns that 30,261 lives have been saved by life-boats, the rocket-apparatus, shore-boats, ships'-boats, and other means, from 1855 to 1864, inclusive—a fact which is without a parallel in the history of philanthropic efforts—and that 3,619 lives were thus saved last year alone.

During the past few years this country has been visited by terrific gales of wind; and there is no question that the increase of our shipping casualties has occurred in particular gales of remarkable violence. For instance, in 1859 our shores were visited (among other gales) with the storm which proved fatal to the *Royal Charter* and 446 lives; in 1860, there was a succession of gales throughout the year; in January, February, and November, 1861, there were fatal gales from the N. to E. and S.E., which alone added upwards of 460 to the number of casualties in that year; in 1862, the westerly gales of January, October, and December added upwards of 540 to the number of casualties; in 1863, the westerly gales of January, March, September, October, November, and December added upwards of 930 to the number of casualties; and in 1864, the easterly and westerly gales of January, February, March, October, and November added upwards of 400 to the number of casualties.

Of the 1,741 vessels which met with disasters in 1864, 1,434 are known to have been British ships, and 246 foreign ships; while the country and employment of 61 are unknown. Of the British ships, 454 only were foreign-going; and of the foreign ships, 179 were making voyages to or from the United Kingdom, and 13 were employed in the British coasting-trade. The remaining 1,095 ships were employed in the coasting-trade, with the exception of a few foreign ships which were passing the coasts of the United Kingdom, on foreign voyages, and those whose country and employment are unknown.

Of the total number of casualties reported in 1864, 351 were casualties arising by collision, and 1,089 were casualties from causes other than collisions, 467 resulted in total losses, and 923 in damage more or less serious.

Of the 386 total losses from causes other than collision, 163 only were caused by stress of weather; 89 were caused by carelessness, incompetency, and neglect; 89 from unseaworthiness, or defects in the ship or her equipments; and 95 from various accidental causes.

As usual, the number of ships of the collier class meeting with accidents is nearly half of the whole number of ships to which casualties happened during the year, amounting to no less than 844; and this notwithstanding the loss of 74 fishing-vessels during the various gales of 1864. It is to the unseaworthy and ill-found vessels of the collier class that the great number of casualties on our coasts is due. It is worthy of notice that, of the 1,741 ships to which accidents happened in 1864, only 136 were steam-ships; only 91 exceeded 600 tons burthen, and only 328 exceeded 300 tons burthen.

We must here pause to narrate a recent sad example of the class of wrecks above referred to:—

At about half-past ten in the morning of the 10th October, when a fearful storm was raging on the North-East coast, a brig now known to be the Medora, of South Shields, came up labouring heavily, and she was flying signals of distress. There were about eight or ten feet of sea on the bar, and she seemed to be crossing it without casualty, when those who were watching perceived that she was stricken by a terrific sea, and before she could have well righted herself, a second as formidable smote her again, probably staving in her stern, or at all events carrying away the steering gear. Some effort seemed to be made to work the ship still; then the crew were seen to rush forward and clamber into the rigging. Everybody could recognise the imminent peril which in a few minutes had arisen, and a cry ran along the shore that the ship must sink. The crews sprang into the life-boats, they were

quickly launched, and one after another laboured out into the sea. But, in the meantime, wave after wave struck the brig as she lay disabled, till they crowded over her, and she was seen to settle down by the stern. For a little time the smoke of the steamers riding in the Narrows hid both the brig and the life-boats ; when the smoke cleared away there was nothing to be seen but the steamers and the life-boats. The brig had sunk, and every one of her hapless crew were lost. They seem to have gone down with the ship, for they could not be perceived struggling on the water, nor have any of their bodies been yet recovered. The destruction was complete, for the fury of the sea broke up the ship, and a little later heavy portions of her shattered timbers were driven in a mass against the scaffolding of the works at the end of the north pier, carrying it away. Later, one of the rotten planks was floated up, with the name "Medora" painted on it, and then all doubt as to the identity of the ship was at rest. There were certainly seven—but it is thought eight—souls on board when she went to pieces. The life-boats had no time to reach the wreck or opportunity to save the crew. They came back without accident to their crews, but the waves swept over them several times with such fury, that the jackets of the men were torn almost to rags. The Medora was built at Aberdeen in 1839, and was rickety and rotten, as her broken planks now testify.

The tonnage of the 1,741 ships is given as follows :—

	Vessels.
Vessels under 50 Tons	323
51 and under 100	432
101 " 300	658
301 " 600	237
601 " 900	41
901 " 1200	31
1201 and upwards	19
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Total	1,741

The age of the vessels is also given, as before, in the Register. During the six years ending 1864, 757 casualties happened to nearly new ships,—i.e., ships under 3 years of age ;—3,152 to ships from 3 years to 14 years of age ; 8,894 to ships from 14 to 50 years of age ; 300 to ships from 50 to 80 years of age ; 9 to ships between 80 and 90 years of age ; 5 to ships between 90 and 100 years of age ; and 3 to ships of above 100 years of age.

The greatest number of casualties, as usual, happened on the East Coast ; but the disasters attended with the greatest loss of life on the

coasts, during the six years ending 1864, occurred on the Irish Sea, between England and Ireland.

These shipwrecks are clearly defined on the Wreck Chart, which accompanies the Register. On it is faintly represented the fearful scenes which play out their tragedy on our shores every winter. We observed that at the entrance of our trading ports all over the kingdom the black dots on the Wreck Chart are very numerous ; and while they indicate doleful shipwrecks, they also tell of noble deeds performed by our life-boat crews, in the face of death, in snatching many a life from a watery grave.

The cargoes of the vessels to which casualties happened in 1864 are given as follows :

Colliers laden	523
Colliers light	99
Iron and Copper Ore, &c.	126
Stone, &c.	96
Timber	83
Fishing Smacks	74
Other laden vessels	557
Vessels in ballast (not colliers)	134
Passengers and general cargo	49
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Total	1,741

The winds that have been most disastrous to shipping during the six years ending 1864 are here given ; the westerly winds, it will be observed, being far the most fatal :—

N., 272; N.N.E., 250; N.E., 386; E.N.E., 322; E., 303; E.S.E., 331; S.E., 434; S.S.E., 306; S., 346; S.S.W., 586; S.W., 943; W.S.W., 639; W., 556; W.N.W., 648; N.W., 653; N.N.W., 815.

As regards the force of the wind, out of the whole number of actual casualties in 1864, 794 happened when the wind was at force 8 or under—i.e., when a ship, if properly found, manned, and navigated, would keep the sea and make the voyage in safety ; and 514 happened whilst the wind was blowing from a strong gale to a hurricane ; 9 occurred with a variable wind ; and 73 with a wind the force and direction of which is not known.

Happily, casualties from collisions are not on the increase, either absolutely or proportionally with other casualties. The annual average per cent. of all collisions reported, as compared with the total number of disasters reported during the four years ending 1860, is 23.98 ; and during the four years ending 1864, is 22.24.

But if only collisions properly so called—i.e., collisions between two

ships both of which are under way—be taken, then the result will be as stated below : for the four years ending 1860, 17·18 per cent. ; and for the four years ending 1864, 15·12 per cent. The numbers for the last three years are as follows : 1862, 247 ; 1893, 197 ; and 1860, 243.

The main causes of the collisions during 1864 are reported as being bad look-out, neglect and misapplication of the rule of road at sea, negligence, parting cables, and dragging anchors. Only 7 total losses by collision, and 31 partial losses by collision can, from the facts as reported, be attributed to inevitable accident.

The number of collisions reported in 1864, as happening in weather described as dark, very dark, hazy, or thick and foggy, is 101 ; whilst the number happening in weather described as cloudy, dark and clear, or clear and fine, was 190. Cases of collision have been reported in which no look-out whatever has been kept, or in which the deck of the ship has been left without any person in charge, and the helm has been lashed down, although the ship may have been sailing at full speed, and in a much frequented part of our narrow seas. In cases of this description the master of the vessel ought undoubtedly to be prosecuted.

The enactments in the Merchant Shipping Amendment Act of 1862, on the subject of collisions, and the rules adopted by Her Majesty's Government, and by the Government of the Emperor of the French, and accepted by all maritime nations, have now become better known, and will, it is hoped, lead to a diminution in the number of collisions.

We have thus attempted to analyze briefly this important Wreck Register, and we have seen that Death levies a heavy toll on our journeys on the sea. We pay dearly and suffer much.

Every one is now familiar with what is done by our noble fleet of Life-boats, the Life-preserving Apparatus of the Board of Trade, and various other means, to break the tyranny of the stormy waves, and to give safety to the 4,000 or 5,000 poor creatures who suffer shipwreck every year on our coasts.

It is true that no man can contend with the elements. It is inevitable that shipwrecks will occur from various causes in our seas and on our coasts ; but we nevertheless maintain firmly that skill and precaution can successfully battle with the most fearful storms to a large extent. Sailors are a careless race, and, indeed, they must always be so, for a calculating youth would hardly select a sailor's life for his profession in the absence of the noble instinct which impels our young men to make that choice.

As we have often said before, those saved by Life-boats would pro-

bably perish in their absence in ninety-nine cases out of every hundred, The following cases which amongst scores of others occurred last winter will show clearly the character of these Life-boat services :—

On the 20th February last, the Blakeney Life-boat went out and rescued a crew of 18 men from the barque Amana of Sunderland, which was totally wrecked, during thick weather, about 3 miles east of Blakeney Harbour. The life-boat also brought ashore 5 men who had previously boarded the vessel in their own boat, and were unable to reach the land again in her.

About 9h. 30m. p.m., on the 7th December, the St. Nicholas light-ship was observed throwing up rockets, and a light was seen as if from a vessel in distress on the Scroby Sands. The Yarmouth large life-boat was immediately launched, and proceeded in the direction of the signals of distress, which were found to proceed from the Austrian brig Zorniza, of Lucine, which had stranded on the Scroby Sands. Every exertion was made by the life-boat's crew to save the vessel, and they ultimately succeeded in getting her off the sand ; but having previously lost her rudder, she was quite unmanageable, and again got on the sand. The crew consisting of 12 men and a pilot, were then taken on board the life-boat with great difficulty, and afterwards brought safely ashore. The sea was very heavy, and one of the beachmen's yawls, the Bravo, was damaged to such an extent in endeavouring to assist the vessel, that her crew of 7 men left her and gladly got into the life-boat, fearing their own boat would sink.

About 8 a.m., on the 25th November, the Mary Hartley life-boat was launched, and proceeded, in tow of a steam-tug, down the river to Buddonness, near Dundee, to the rescue of the crew of a vessel reported to be in distress. At daylight, the schooner David and John, of Montrose, was seen amongst the broken water, near No. 2, Gaa Buoy, in a dangerous position. The life-boat immediately pulled to her, and with considerable difficulty got alongside, and took off the crew of 4 men, and afterwards landed them in safety. The weather was very stormy. The schooner was left at anchor, but sunk soon after the crew had been taken off.

On the 7th December signals of distress were observed on a vessel near the Little Orme's Head. The Sisters' Memorial life-boat was launched, and found the vessel at anchor, with her mast carried away. She proved to be the flat Morning Star, of Carnarvon. With the assistance of the life-boat, the vessel and her crew of 3 men were brought safely into Llandudno. It blew very hard from S.S.W. at the time.

There are at present 150 life-boats on the coasts of the United King-

dom belonging to the Royal National Life-boat Institution and 35 to local boards. The mortar and rocket apparatus stations now number 248, and are under the management of the Coastguard and the Board of Trade.

During the year 1864, and the first eight months of 1865, 627 lives (besides 28 vessels) were saved by the life-boats of the National Institution alone, and 395 by shore-boats and other means, for which it granted rewards. A sum of £2,297 was expended by the Institution in the same period in rewards; and £34,128 on its various establishments round the coasts of the British Isles.

In the presence of facts like these the Life-boat Institution need have no misgiving in respect to pecuniary support whilst it pursues vigorously and successfully the great and national objects for the promotion of which it was established more than forty years ago.

It is gratifying and encouraging to find that in proportion as the sphere of the operations of the Institution increases, its Committee of Management and Officers become deeply sensible of their great and responsible duties, and of the high trust which the British public has reposed in them. Its local Branches, and the sailors who are ever ready to man the life-boats, fully participate in this feeling of responsibility; and so long as this mutual feeling is maintained and strengthened, the cause of suffering humanity must be the gainer.

In conclusion, we may ask, who can read the account of the life-boat services without indorsing the eloquent words of Miss Florence Nightingale when she recently said, in sending her £20. to the Life-boat Institution, "I can never see the accounts of the heroic deeds constantly performed in this cause, without feeling that the age of heroes has not passed away; and may God bless, as he has so manifestly blessed, the valiant National Life-boat Institution?"

VOYAGE OF THE VIVID, 25 tons, FROM LIVERPOOL
TO SYDNEY.

We make no apology for placing before our readers a short account of the long and perilous voyage of the above little vessel, as it proves that our pleasure yachts are not quite the butterflies they seem when gliding about with their white sails swelling to a gentle zephyr, or with a 30 foot topsail aloft taking the lead in a closely contested race in the smooth waters of the Solent; but that under the skilful and daring guidance of British Sailors, they dare to emulate the deeds of Columbus, and boldly cross the broad Ocean, though their errand, unlike his, be merely to promote the pursuit of a healthy sport in far distant latitudes.

This adventurous craft built in 1859 by Will Fyffe of Fairlie for Mr. John M. Ternan, an Irish gentleman, and then called the Scourge, came to Dublin Bay in that year, and at the Regatta held by the Royal Irish Yacht Club managed to secure the £25 prize for 2nd class cutters, beating Banba, North Star, and several other fast ones. She then passed into the hands of Messrs. Swettenham and Hone of that Club, who changed her name to the Vivid, and with her won the £80 cup given by the Royal St. George's Club for 2nd class cutters at the Regatta of 1860. In 1862 she migrated to Swansea, and eventually was purchased by Mr. Sydney C. Burt of the Royal Sydney Yacht Squadron, and by him sent on her adventurous voyage, his object being with her to engage on more equal terms the clippers of the Australian Yacht Squadron. Some of whom, as for instance the Chance and Alerta, have also been sent out from this country.

The Vivid, with a Mr. Davis in command, and J. Philips as mate, left Liverpool on the 31st of October, 1864 under a trysail, and met with light winds from the Northward and Eastward, crossing the Line on the 3rd of December. She then had strong South-east trade winds to latitude 25° S., and fresh Westerly winds thence to the Cape, which she reached on 12th of January, 1865, 72 days, short of water from the leakage of her tanks, and having lost her mate, who died on board 10 days after leaving port. She sailed from the Cape on the 23rd, and ran down her Easting in latitude 39° 30' S., with strong South and South-west winds, and entered Bass's Straits on the 15th of March. On the 7th of that month when off Cape Leeuwin she encountered a very violent gale from N.W. round to S.W. which lasted four days, during which she remained hove to, and she was again compelled to heave to off Cape Howe in a South-west gale, it being considered dangerous to run in so heavy a sea.

On leaving the Cape she kept company for about 3,000 miles with an American pilot boat bound for Shanghai, and arrived safely at Sydney on the 24th of March 1865, thus completing the voyage of over 16,000 miles in 130 days, proving with the voyages of Teazer, 22 tons, from Isle of Wight to West Indies, recorded in *Hunt's Yachting Magazine*, vol. i. p. 149, and of Pet, 8 tons, to the Baltic, so admirably described in the Log published by her late lamented owner, few vessels of our yachting fleet to be so small, that it can be pronounced an impossibility for them to undertake any voyage however long and dangerous, so long as brave hearts and skilful heads can be procured to command and man them.

NOTICE TO CORRESPONDENTS.

The usual Table of Winning Yachts will be inserted in January 1866, giving the number of times started, with amounts whether first or second prizes.

QUEEN.—The amount stated in our correspondent's letter is no doubt correct, but we assure him he will find it does not place him at the head of the list of small cutters.

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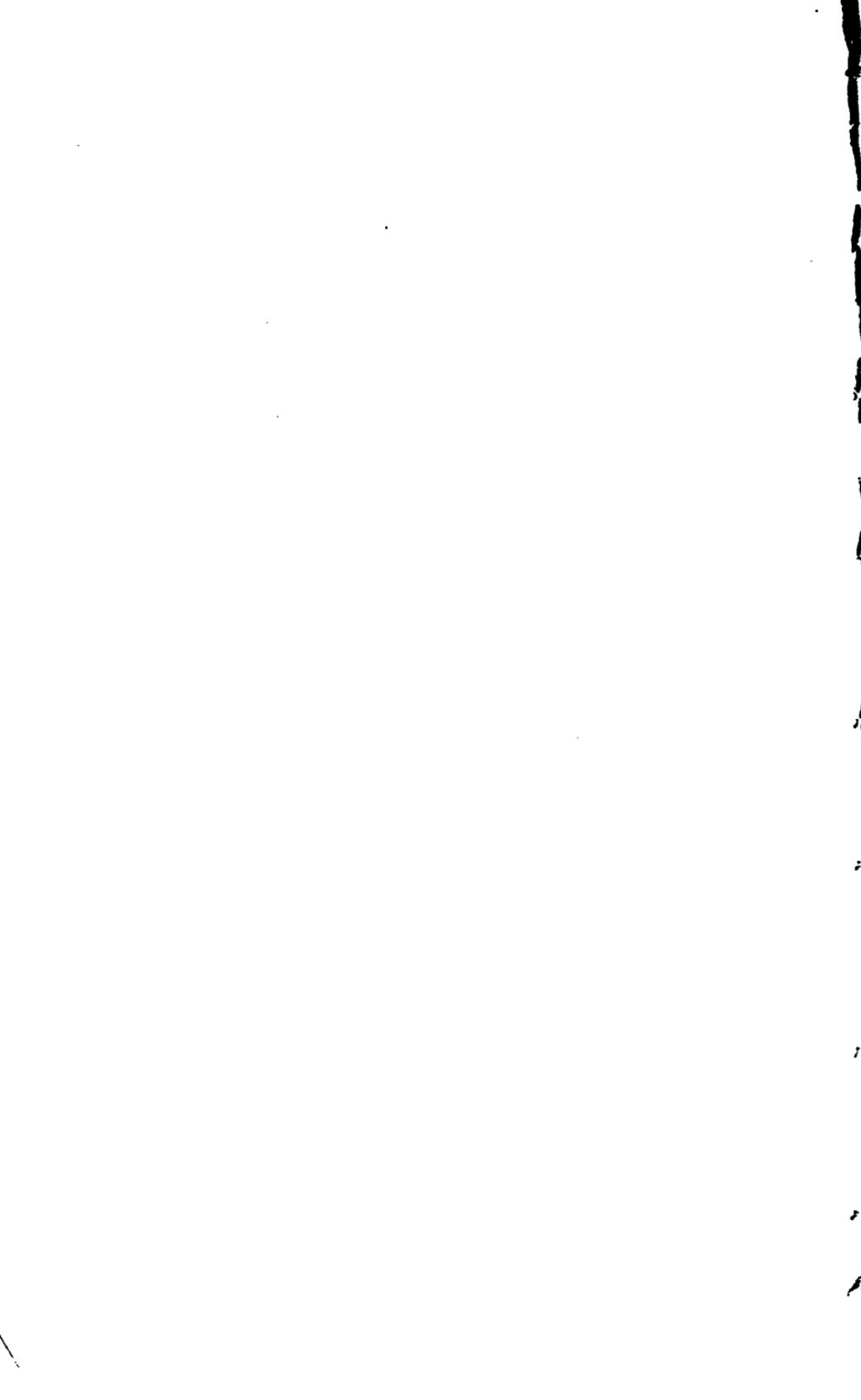
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